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# BOSTON TOMORROW

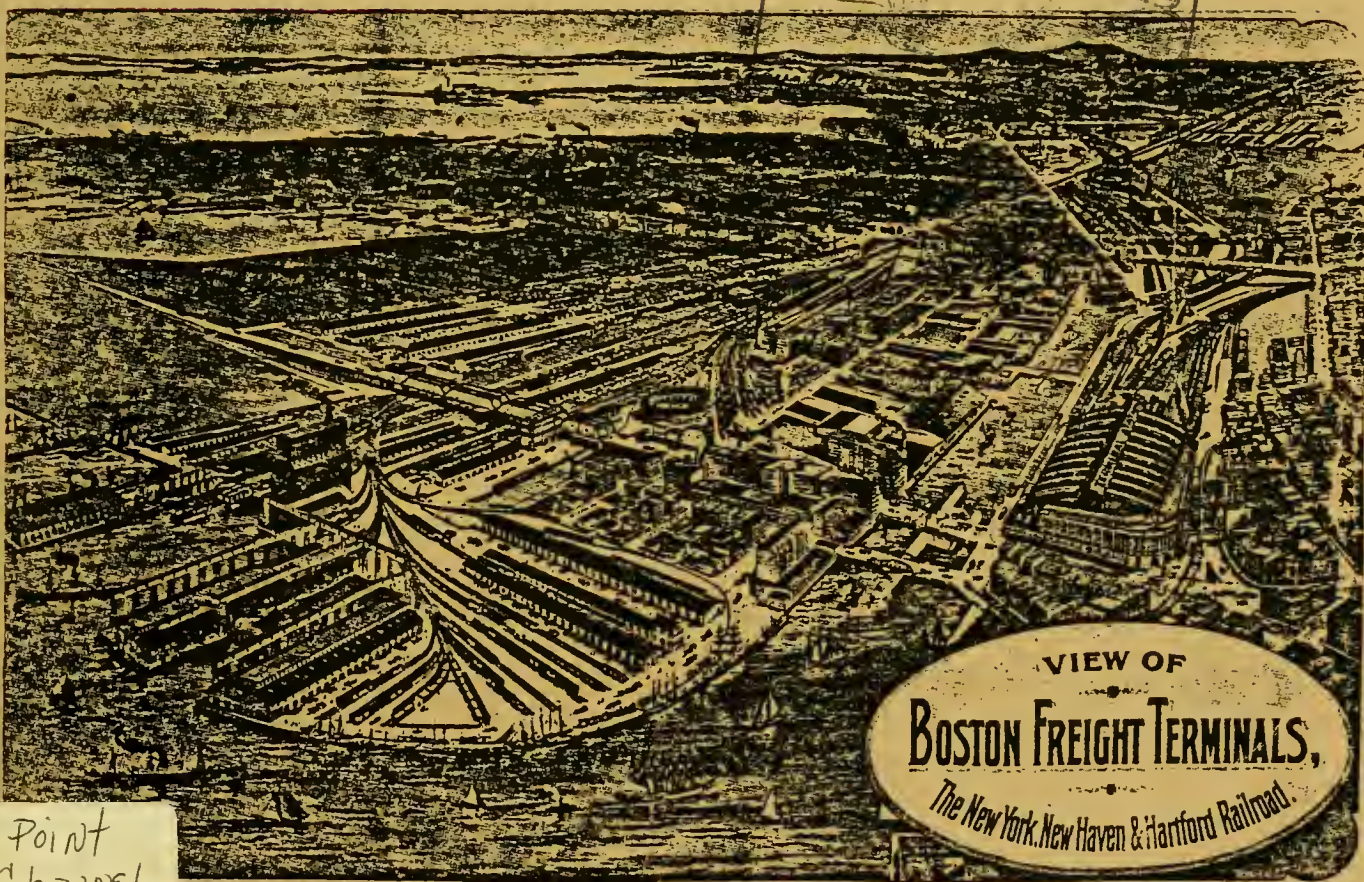
## FORT POINT CHANNEL AREA DISTRICT STUDY

PROGRESS DRAFT

JUNE 28, 1984

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BOSTON REDEVELOPMENT  
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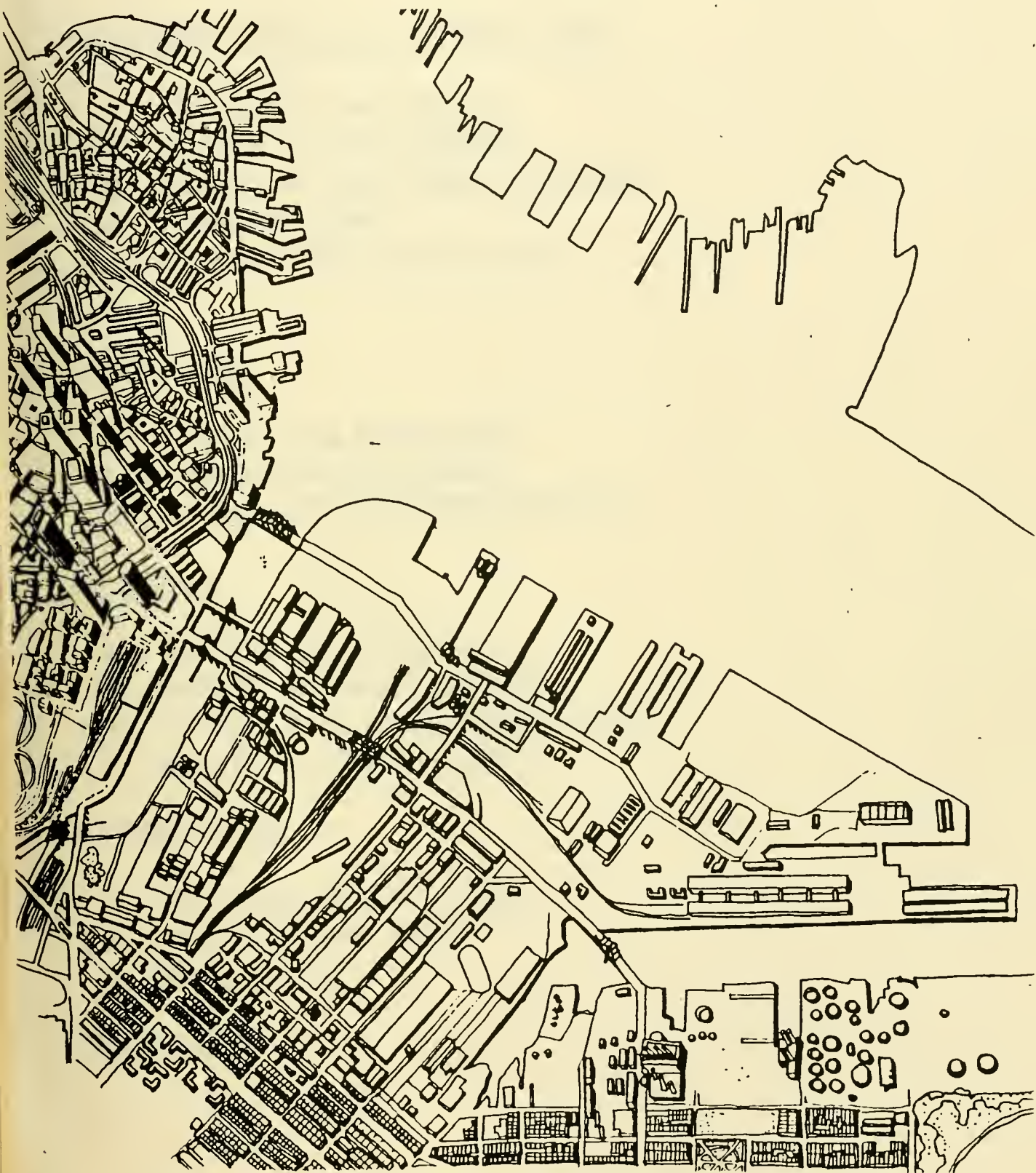
VIEW OF  
BOSTON FREIGHT TERMINALS,  
The New York, New Haven & Hartford Railroad.

Point  
Channel  
SR  
34





# FORT POINT CHANNEL AREA







## CONTEXT/PLACE IN THE CITY

- LOCATION AND SCALE
- PLACE IN THE HARBOR
- PLACE IN THE PARKS SYSTEM
- CONNECTIONS
- NEIGHBORHOOD/INDUSTRY

## LAND USE

- WATER RELATED USES
- LARGE SPACE USERS
- SPECIALTY AND RESIDENTIAL

## ACCESS

- AUTOMOBILE SYSTEM
- PUBLIC TRANSIT SYSTEM
- GOODS AND SERVICES SYSTEM
- MOBILITY DEFICIECIES.

## STRUCTURE

- HISTORIC DEVELOPMENT
- TOPOGRAPHIC FORM
- IMAGEABILITY

## SUMMARY

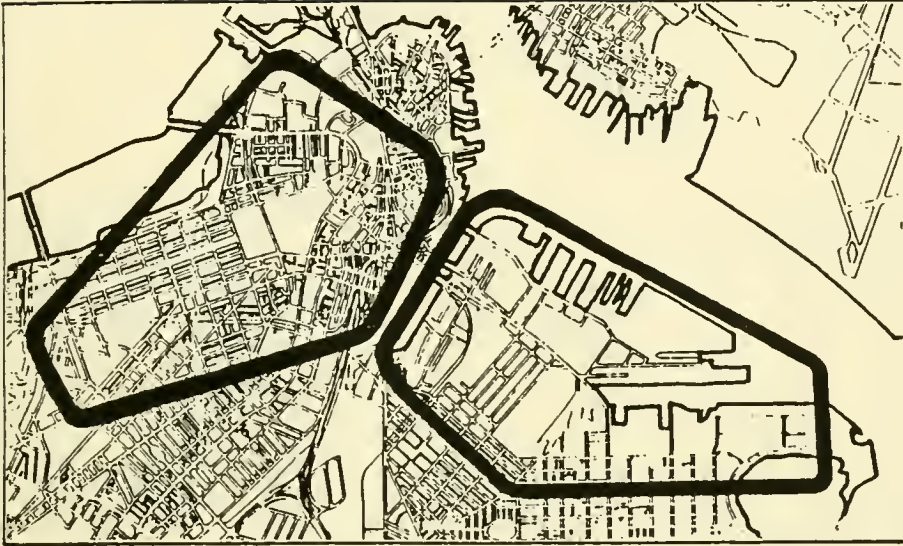




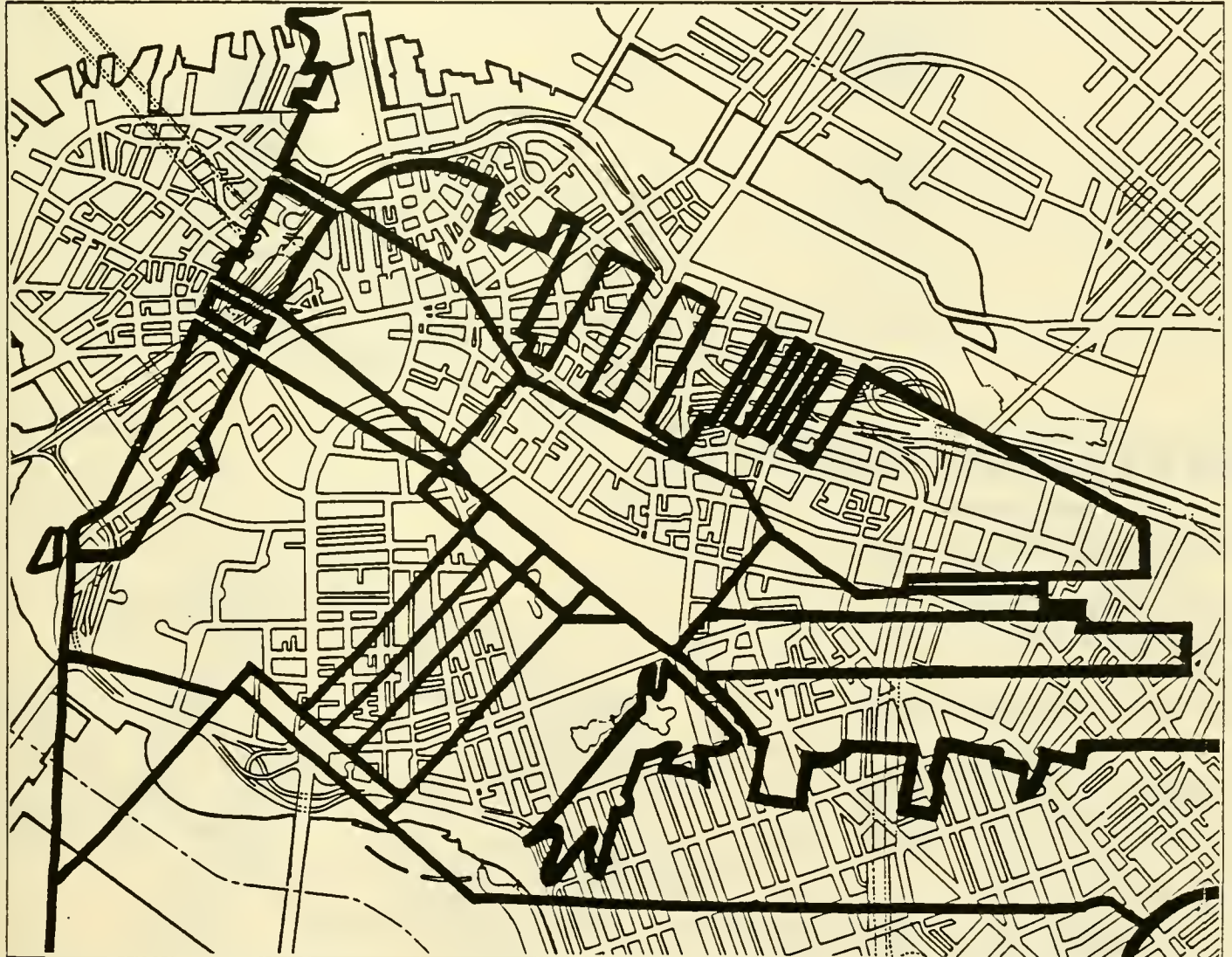




# LOCATION AND SCALE

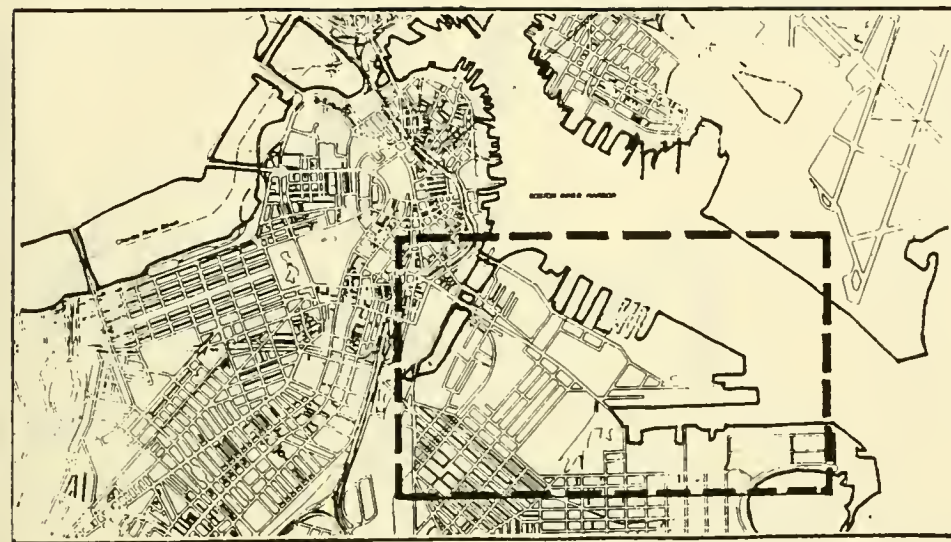


In planning for and guiding development in the Fort Point Channel Area District the first considerations regard the district's scale and its place in the city. The Fort Point Channel Area has as much acreage as in all of downtown Boston. It has vast parcels of industrial land-much of which is vacant or under-utilized. The district's proximity to the harbor, to the intersection of I-90 and Rte. 3, to the downtown core, and to the South Boston neighborhood create a diverse set of development pressures and opportunities which, through planning, can complement rather than conflict with one another.

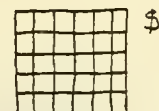
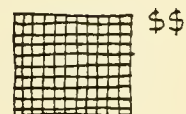
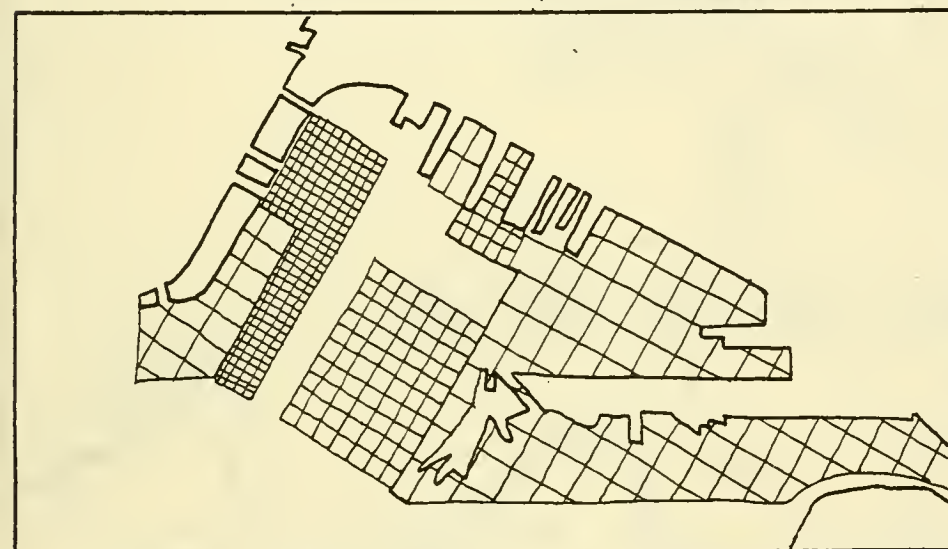




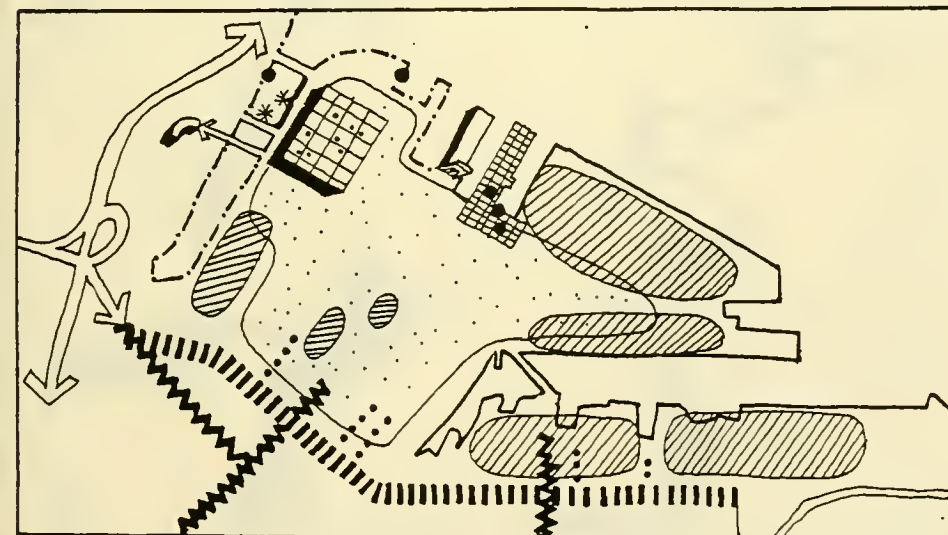




## TYPES OF SPACES AND RENT LEVELS



## EXISTING CONDITIONS



### PROBLEMS

- SOUTH BOSTON DETERIORATING EDGE & LACK OF CONNECTIONS
- INSUFFICIENT ACCESS: TRUCKS GO THROUGH NEIGHBORHOOD
- UNDERUTILIZED WATER AMENITY
- VACANT & UNDERUTILIZED PROPERTIES
- WATER DEPENDENT USES NEED PROTECTION

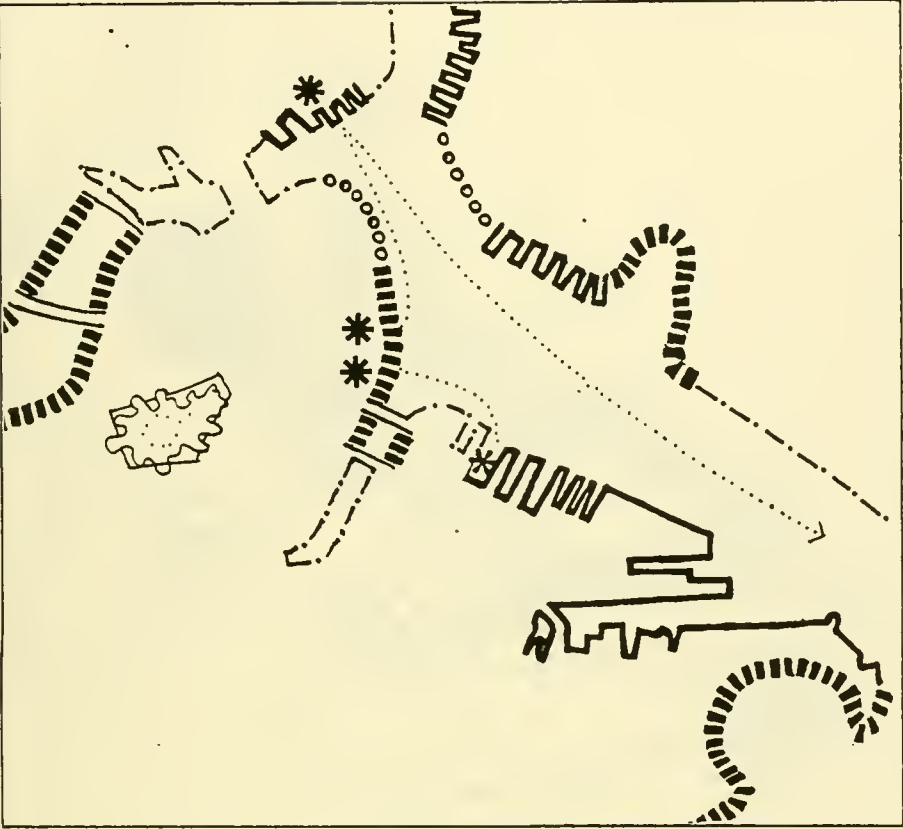
### ASSETS

- EXCEPTIONAL CHARACTER OF BOSTON WHARF CO. PRINTERS & ARTISTS NEED PROTECTION
- LANDMARK BUILDING: COMMONWEALTH PIER
- FISH PIER, LOBSTERS AND FISH EATERIES & MARKETS
- MUSEUMS, TOURIST ATTRACTIONS
- VIABLE INDUSTRIES + BUSINESSES
- GARMENT INDUSTRIES
- GILLETTE HEADQUARTERS
- ACCESS TO SOUTH STATION



INVENTORY

PLACE IN THE HARBOR



- Public Waterfront
- Working Edge
- Neighborhood Edge
- Unused
- Potential Ferry
- Ferry Landings

PLACE IN THE PARKS SYSTEM

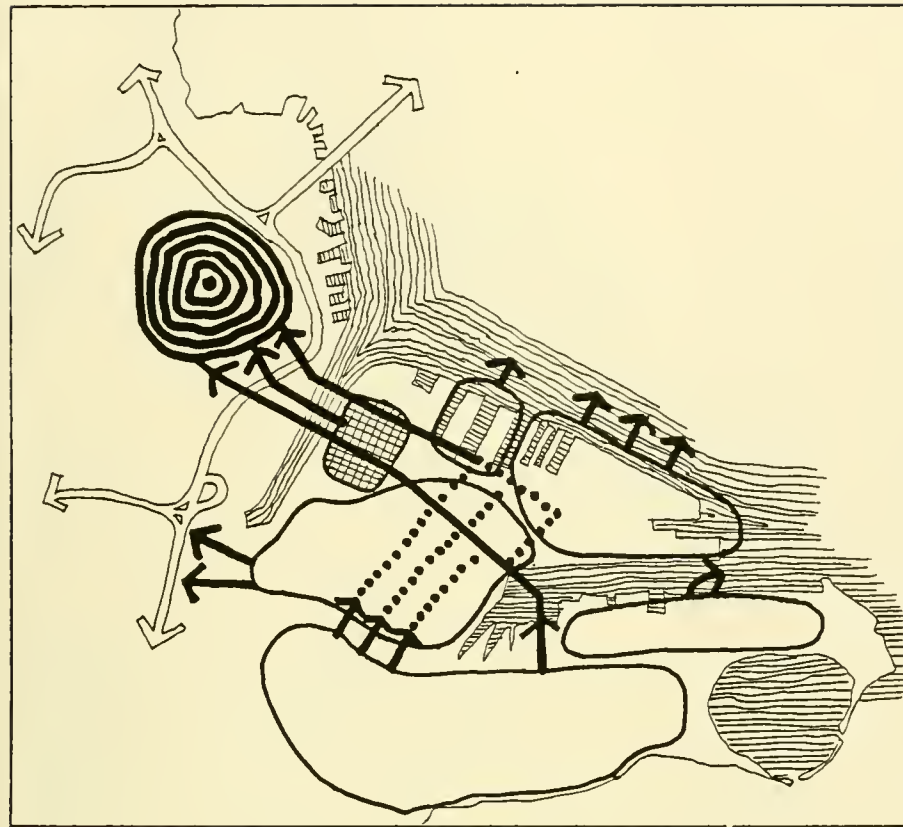


- Existing Parks System
- Lack of Connections





## INVENTORY



## CONNECTIONS

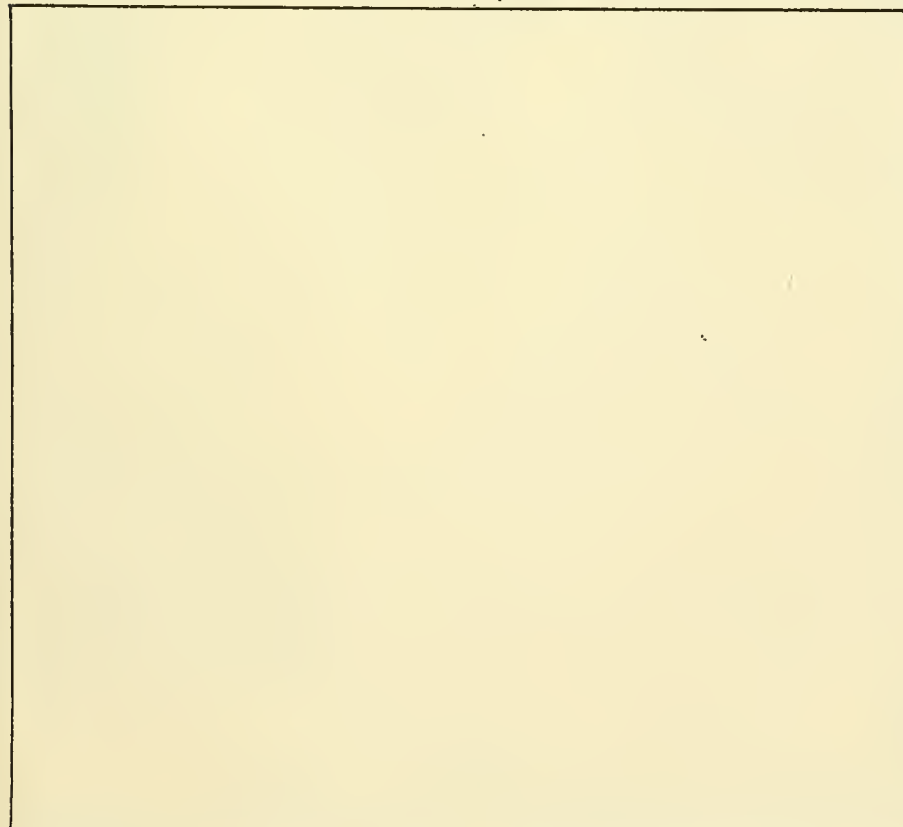
### ASSETS

- PROXIMITY TO DOWNTOWN
- HARBOR ACCESS
- HIGHWAY ACCESS

### PROBLEMS

- LACK OF NEIGHBORHOOD CONNECTIONS
- LACK OF INTRA-AREA CONNECTIONS

## INDUSTRY / NEIGHBORHOOD





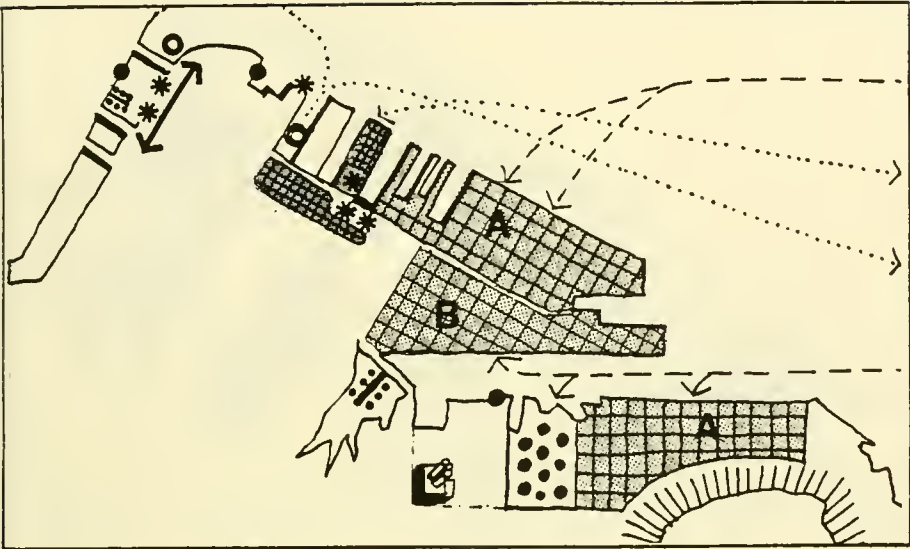




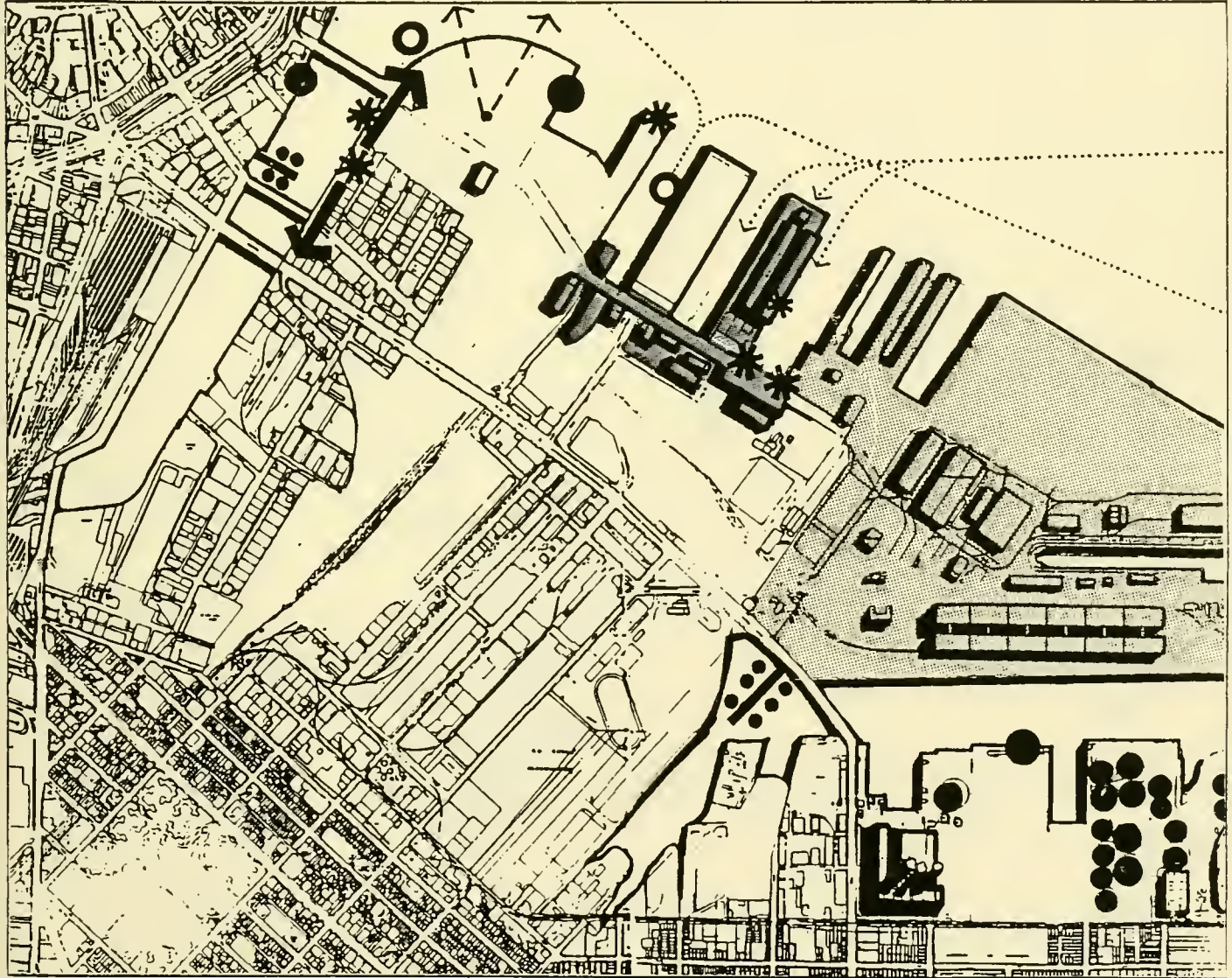


INVENTORY

WATER RELATED USES



- ↔ WATERFRONT PROMENADE
- CRUISE BOATS & FERRIES
- \* RESTAURANTS AND FISH EATERIES
- LOBSTER
- RECREATION
- ▒ BEACH
- ▒ FISH IMPORTS AND PROCESSING
- ▒ YACHT CLUB
- ▒ FUEL CONTAINERS
- ▒ ENERGY/EDISON PLANT
- ▒ CONTAINER PORT - AUTOS
- ▒ A BOSTON MARINE INDUSTRIAL PARK: TEXTILES METALS, PRINTING

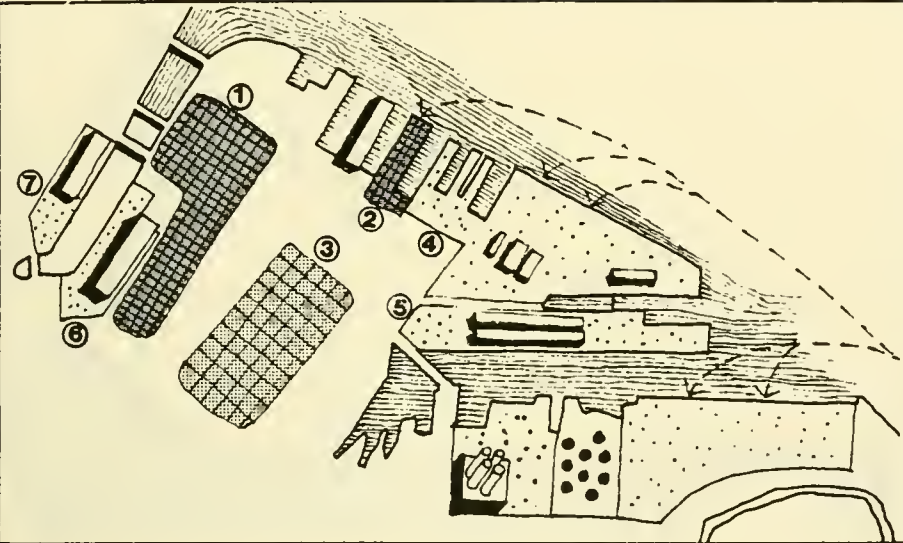



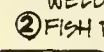
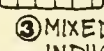
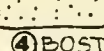
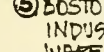
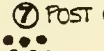
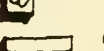
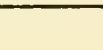
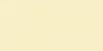
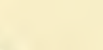


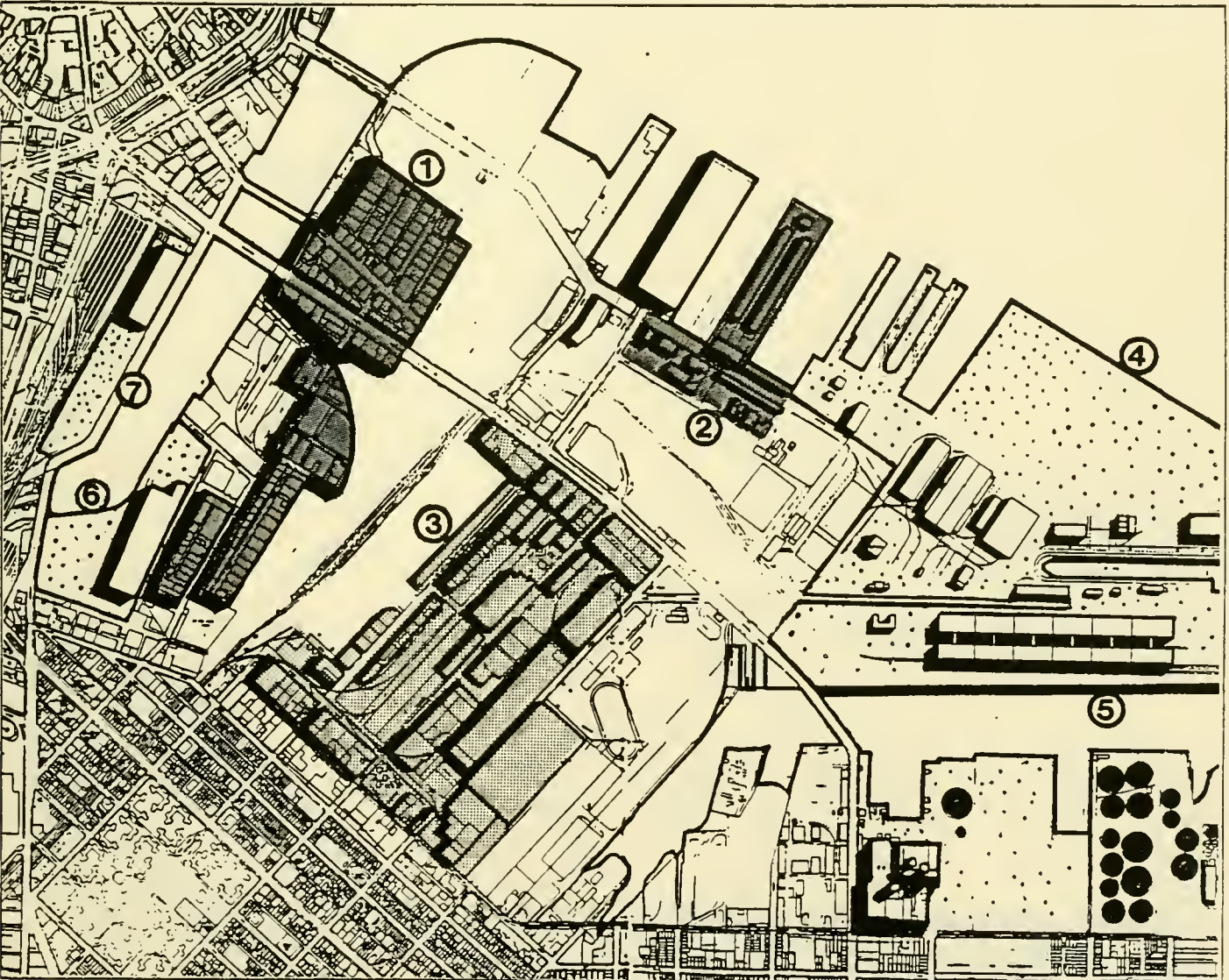


# INVENTORY

# LARGE SPACE USERS



-  ① BOSTON WHARF CO: ARTISTS, PRINTERS, WELDERS, WAREHOUSES
-  ② FISH PIER: FISH PROCESSING + SELLING
-  ③ MIXED USES: FOOD PROCESSING, LIGHT INDUSTRIES, WARE HOUSES
-  ④ BOSTON MARINE INDUSTRIAL PARK: CONTAINER PORT, AUTOS
-  ⑤ BOSTON ARMY BASE: LEASED FOR GARMENT INDUSTRIES, PRINTERS, METAL INDUSTRIES, WARE HOUSES.
-  ⑥ GILLETTE HEADQUARTERS
-  ⑦ POST OFFICE
-  OIL CONTAINERS
-  EDISON/ POWER PLANT
-  COMMONWEALTH PIER: HIGH TECH

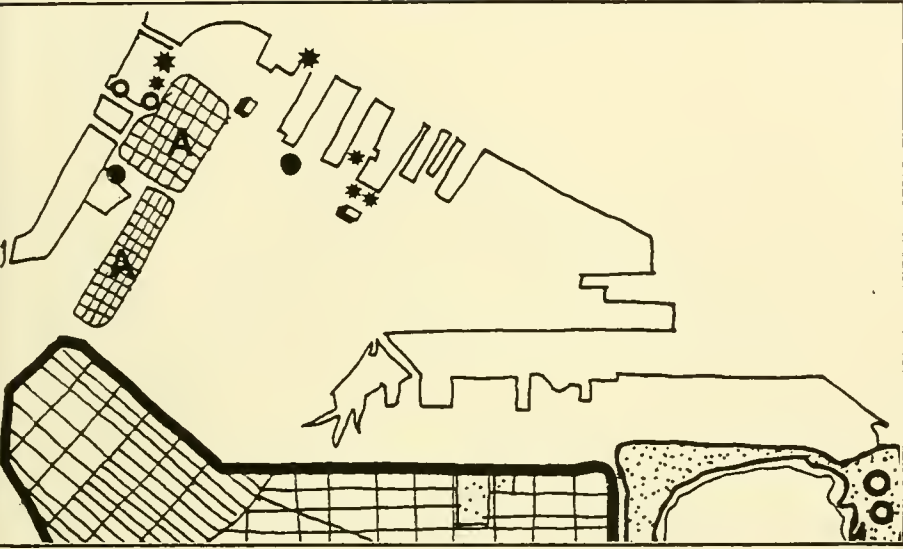




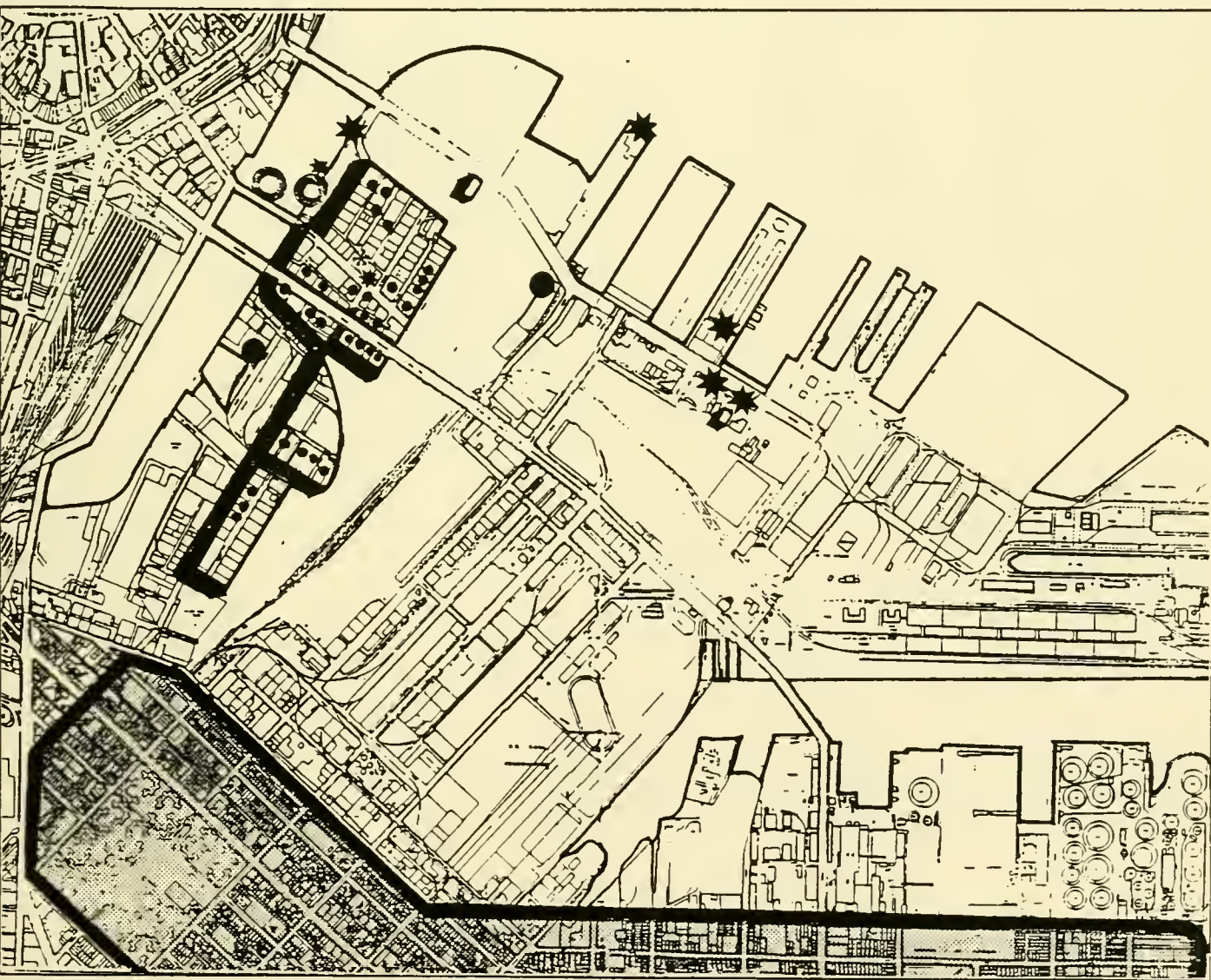


INVENTORY

SPECIALTY AND RESIDENTIAL



-  ARTISTS
-  RESTAURANTS
-  MUSEUMS/TOURIST ATTRACTION
-  GREEN AREAS/RECREATION
-  RESIDENTIAL
-  NIGHT CLUB
-  CHAPEL





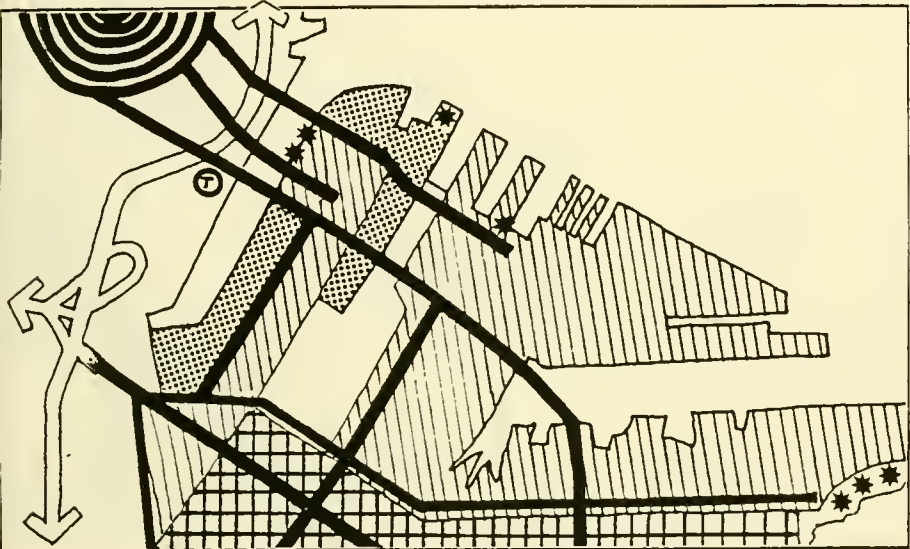




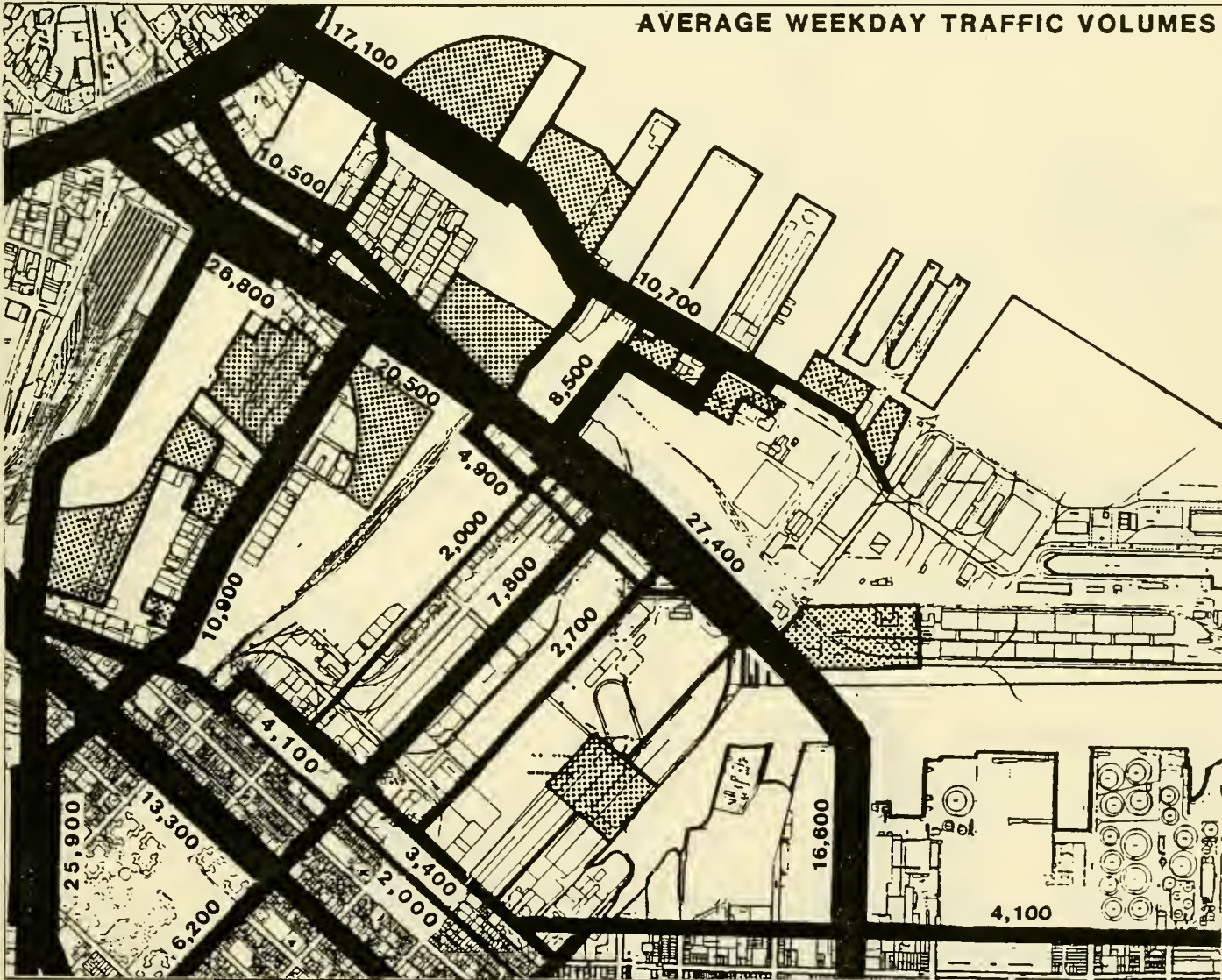


INVENTORY

AUTOMOBILE SYSTEM

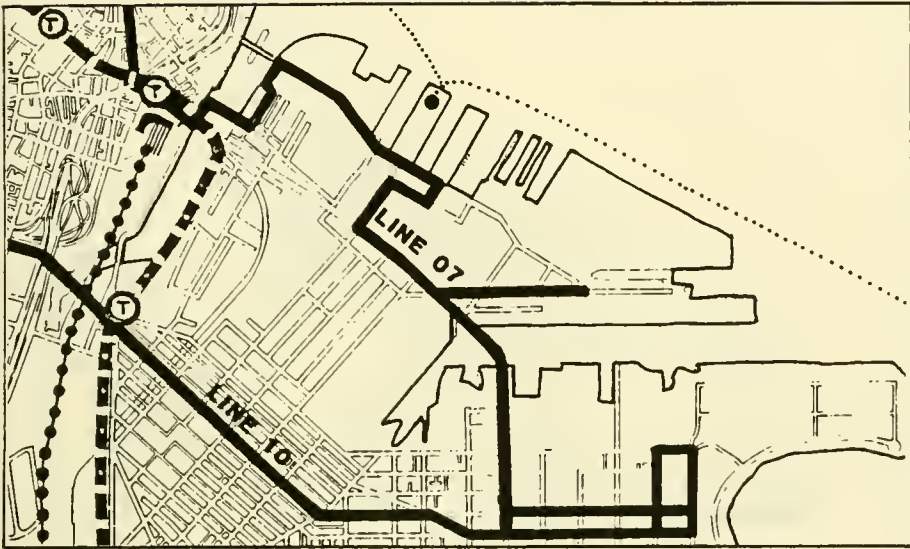


- MAIN AUTOMOBILE ROUTES
- ORIGIN/DESTINATION:**
  - JOBS
  - COMMUTER PARKING
  - HIGHWAY SYSTEM
  - RESIDENTIAL AREAS
  - POINTS OF INTEREST FOR VISITORS
  - CITY CORE

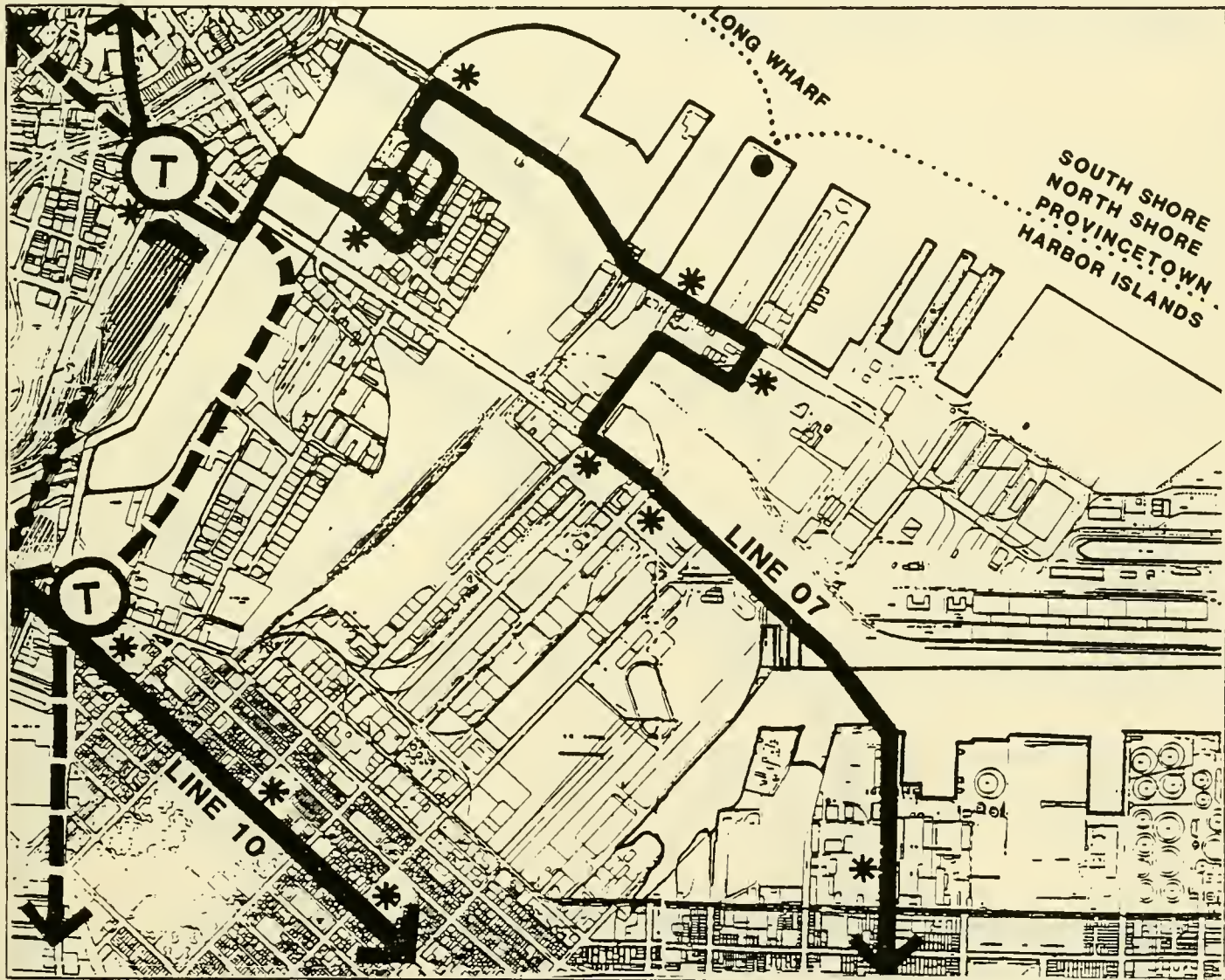








- EXISTING BUS LINES
- BUS STOPS
- SUBWAY LINE
- SUBWAY STATION
- FERRY LANDING
- RAILWAY

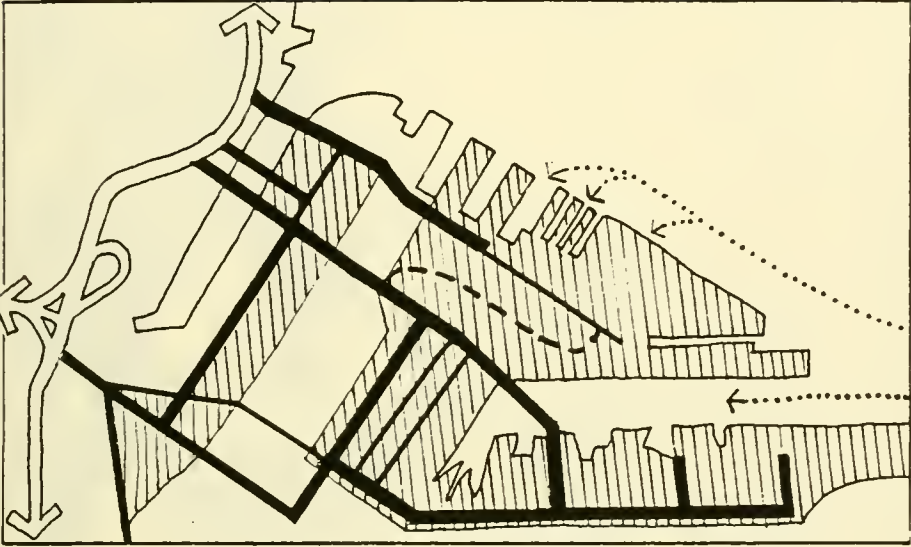




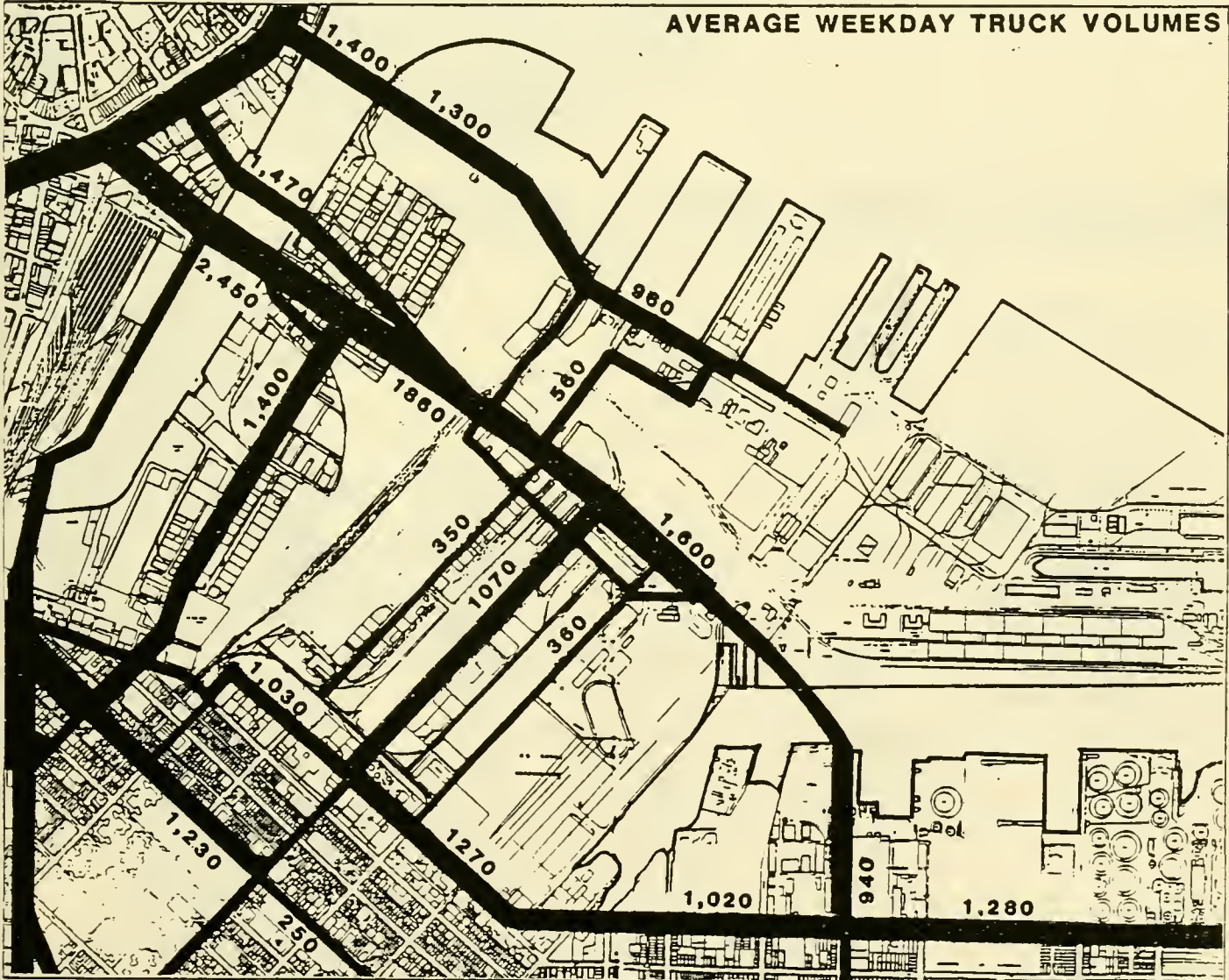


INVENTORY

GOODS AND SERVICES SYSTEM



- MAIN TRUCK ROUTES
- SHIPPING
- ORIGIN/DESTINATION :
  - MANUFACTURING AREAS WAREHOUSES
  - HIGHWAY SYSTEM

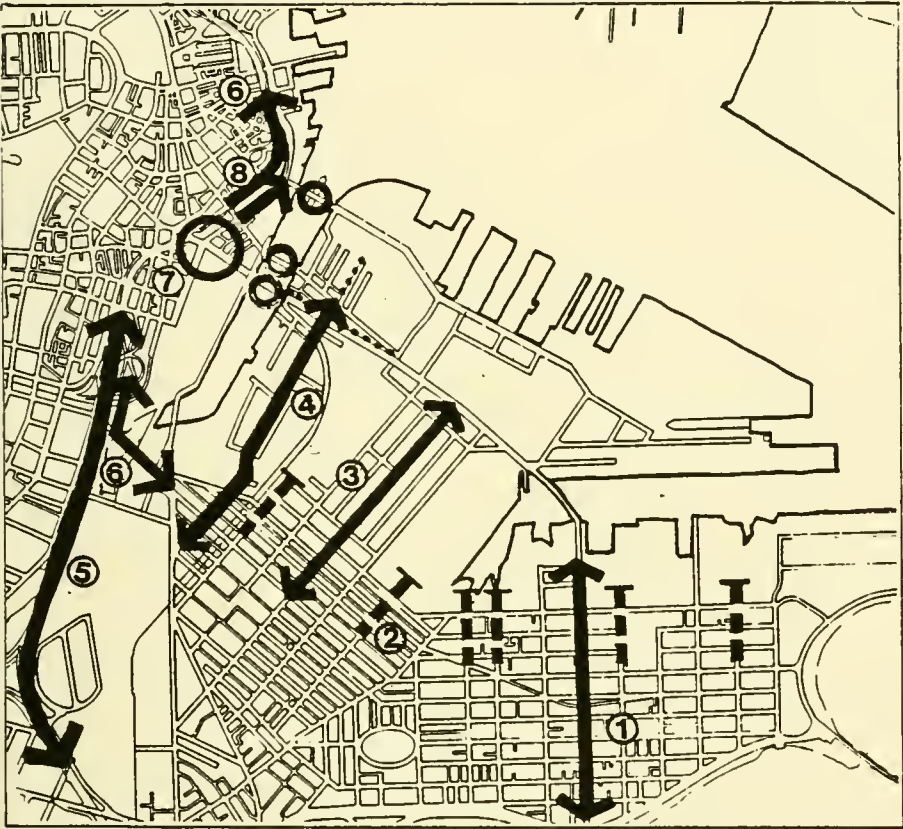






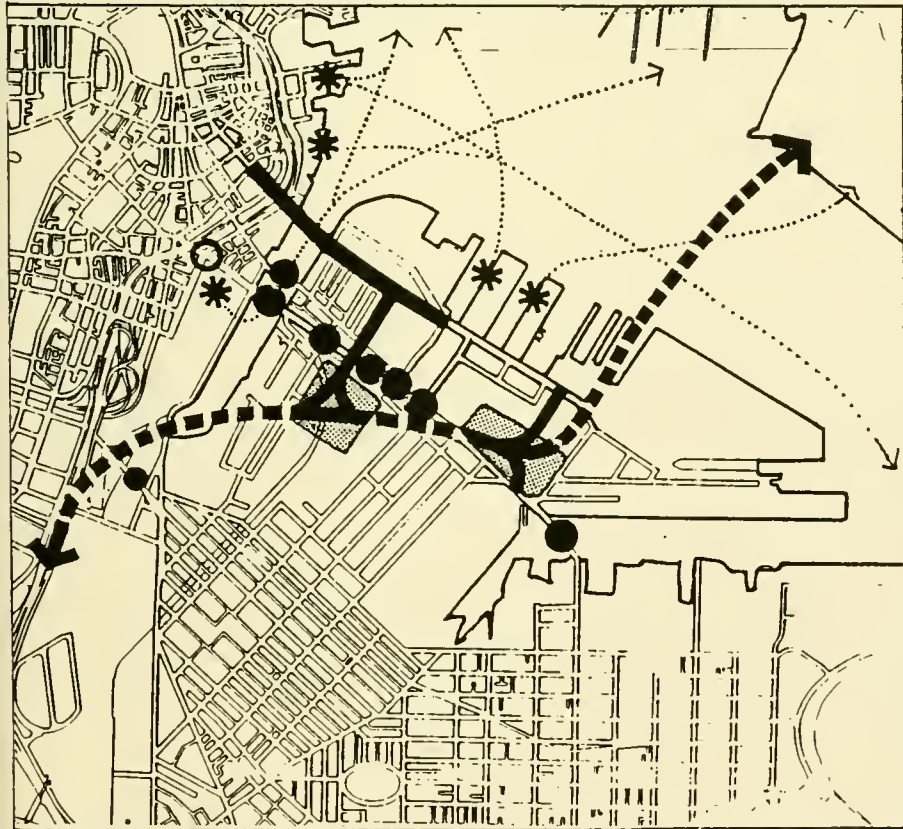
INVENTORY

MOBILITY DEFICIENCIES



- ① NARROW LANES , CURB PARKING AND PEDESTRIANS RESTRICT TRAVEL SPEEDS. TRUCK /PEDESTRIAN CONFLICTS
- ② SOUTH BOSTON NEIGHBORHOOD LACKS CONNECTION ROADS
- ③ AUTO/TRUCK CONFLICTS
- ④ AUTO/TRUCK CONFLICTS
- ⑤ CONGESTION NORTHBOUND AND SOUTHBOUND ON CENTRAL ARTERY
- ⑥ HEAVY TURN VOLUME IN NARROW LANES
- ⑦ PEDESTRIAN/AUTOMOBILE CONFLICT
- ⑧ CONGESTION: TWO HEAVY CONVERGING TRAFFIC STREAMS
- CONGESTION ON BRIDGES
- ..... CONFLICTING TRUCK LOADING

CURRENT PROPOSALS FOR IMPROVEMENTS



- > THIRD HARBOR TUNNEL
- MERGING AREAS / RAMPs
- \*..... NEW FERRY ROUTES
- NEW TAXI SERVICES TO
  - LOGAN
  - SOUTH STATION
  - COMMONWEALTH PIER
  - FISH PIER
- NEW STREETS
  - NEW NORTHERN AVE
  - NEW NORTHERN BRIDGE
  - CONNECTIONS TO RAMPs
- BRIDGE IMPROVEMENTS
- JUNCTURE IMPROVEMENTS
- INCREASE LINE 07 FREQUENCY HEADWAYS



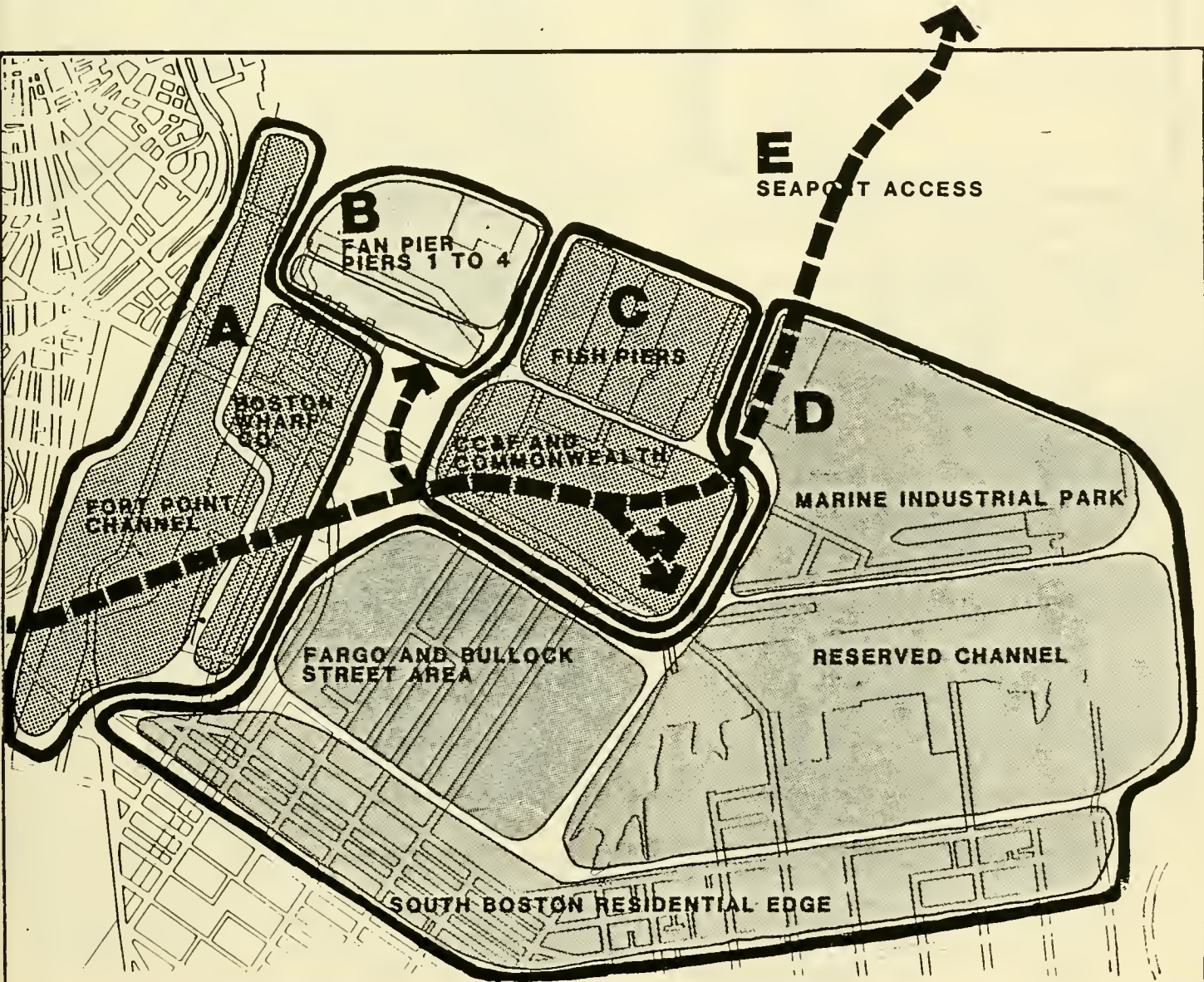
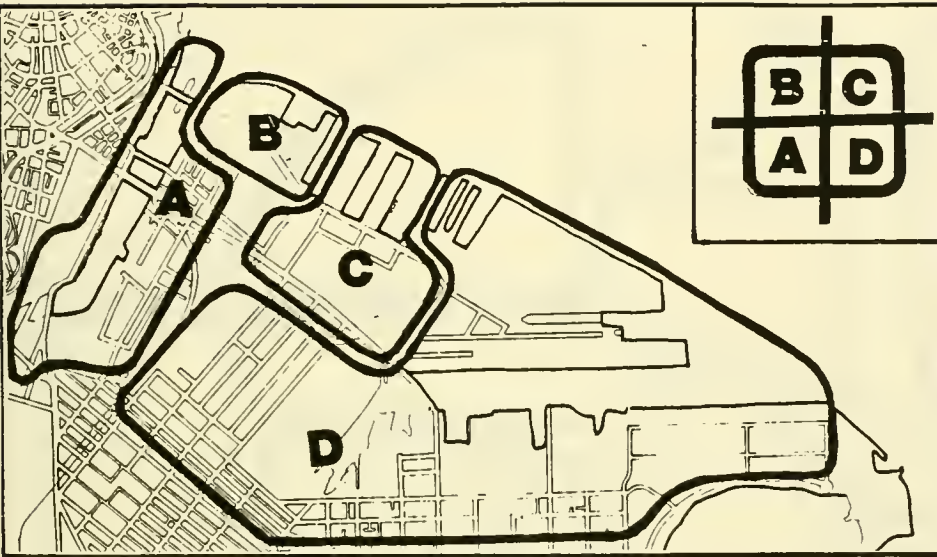


**INVENTORY**

**STRUCTURE**

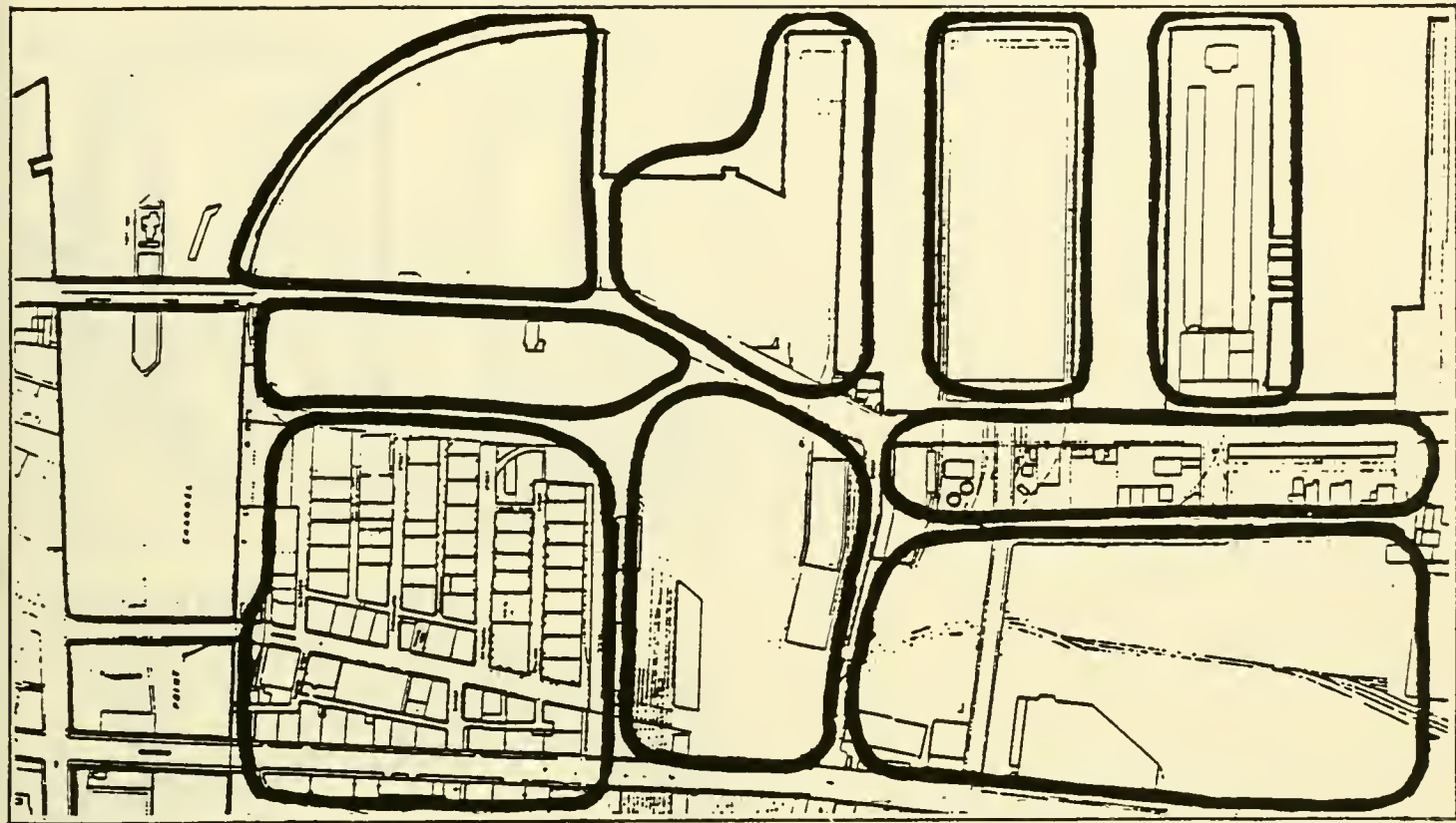


# ISSUE AREAS

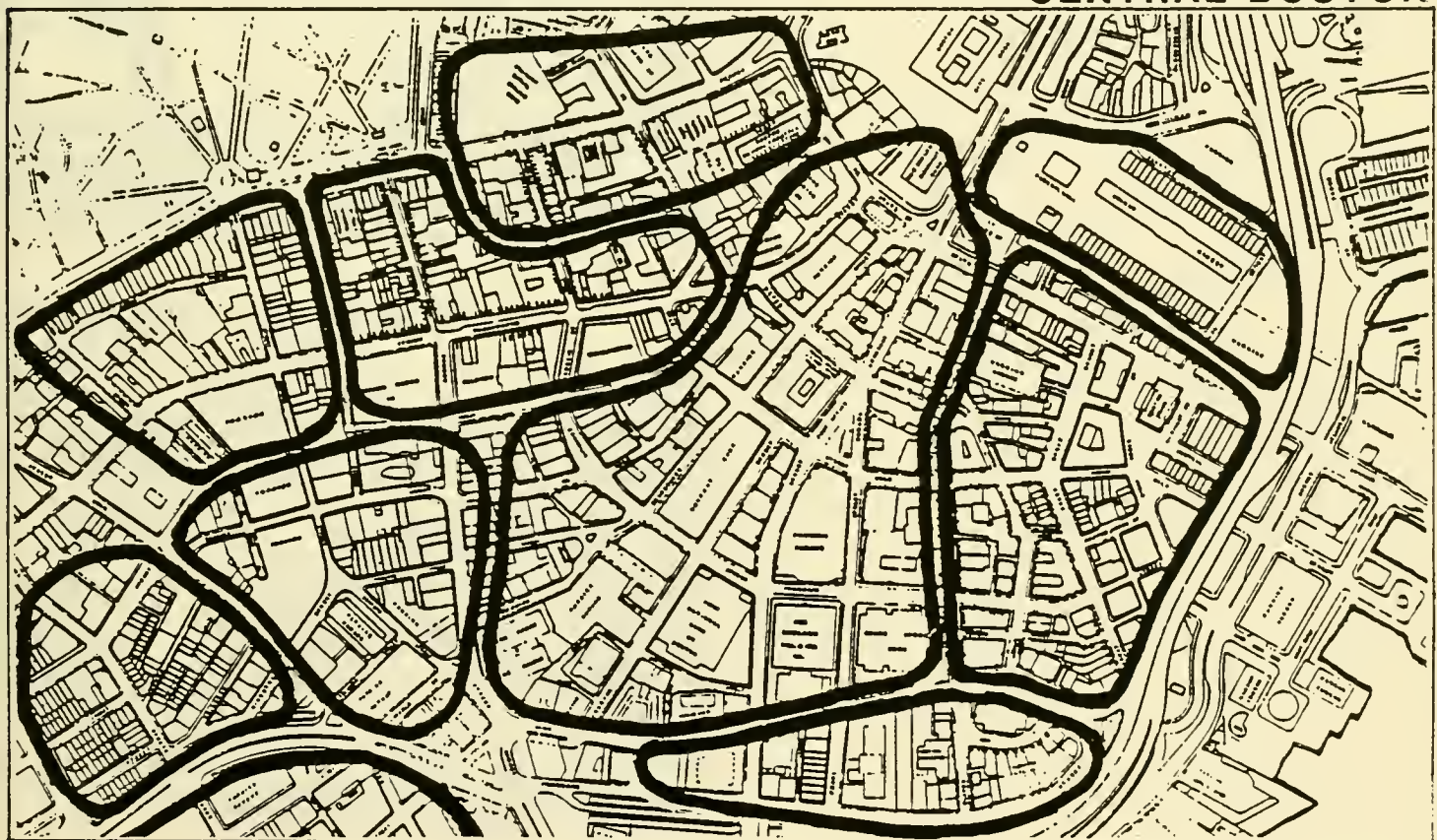








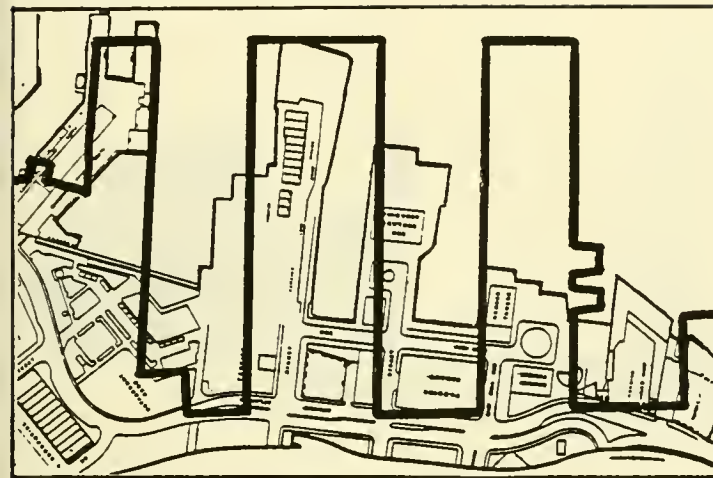
**FORT POINT CHANNEL AREA  
CENTRAL BOSTON**



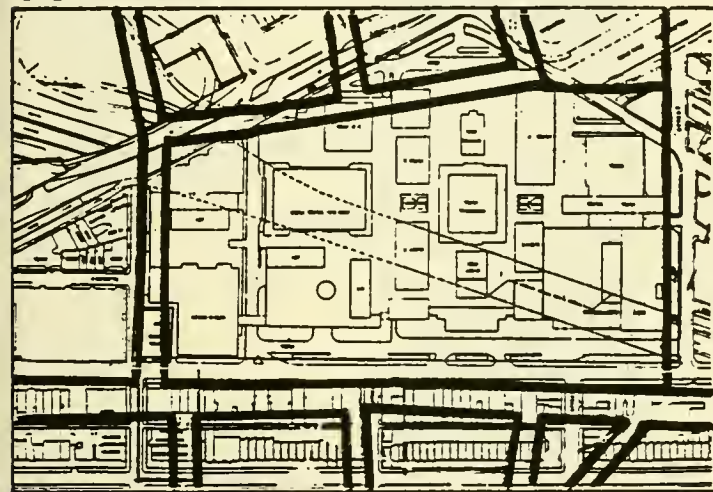


# SIZE COMPARISONS

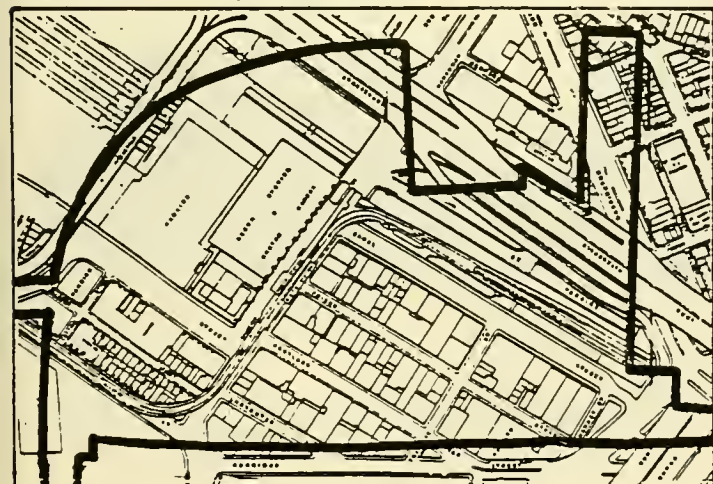
## WATERFRONTS



## PRUDENTIAL CENTER / COMMONWEALTH FLATS



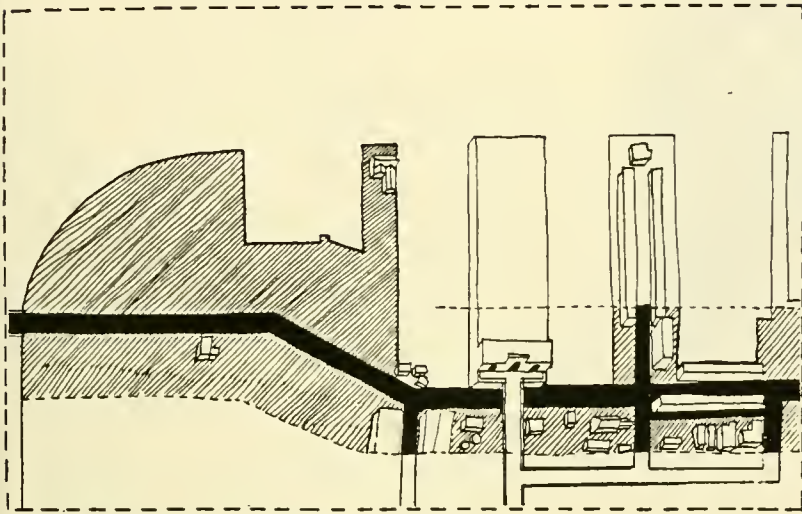
## BULFINCH TRIANGLE / FAN PIER & PIER 4



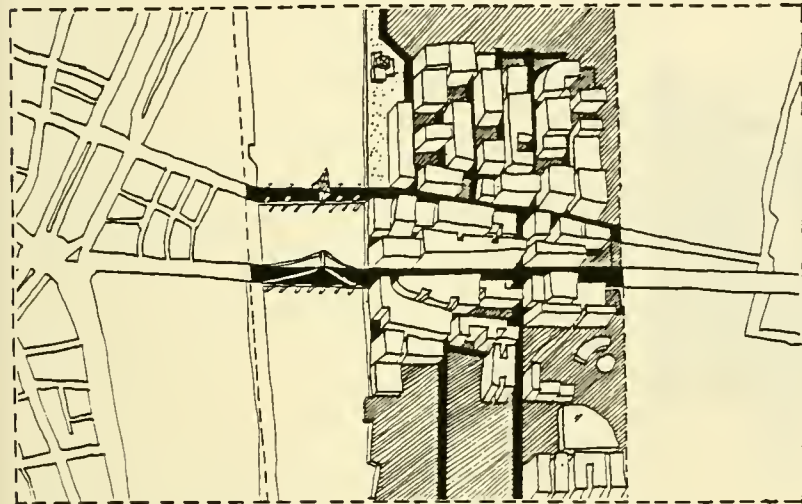




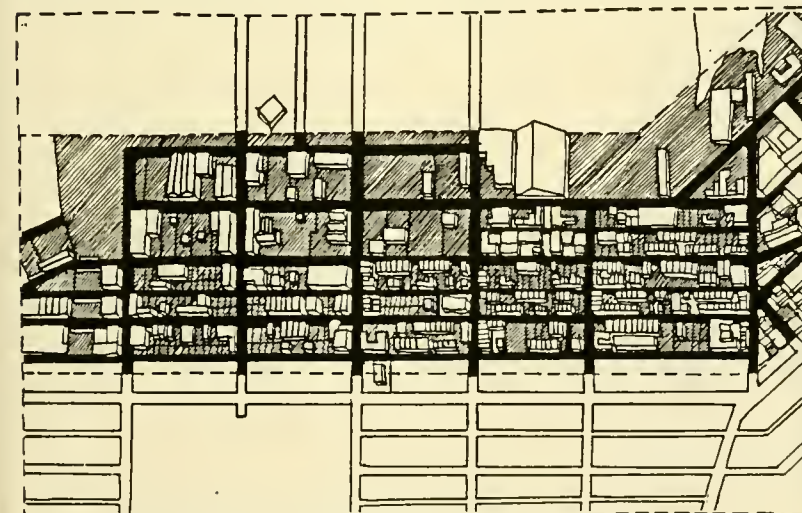
# SIZE OF BLOCKS AND MASSING



FAN PIER/NORTHERN AVENUE



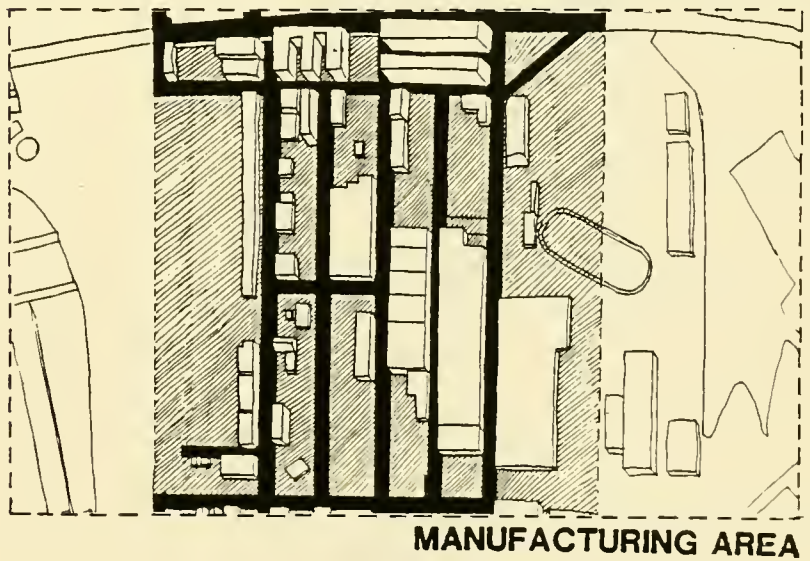
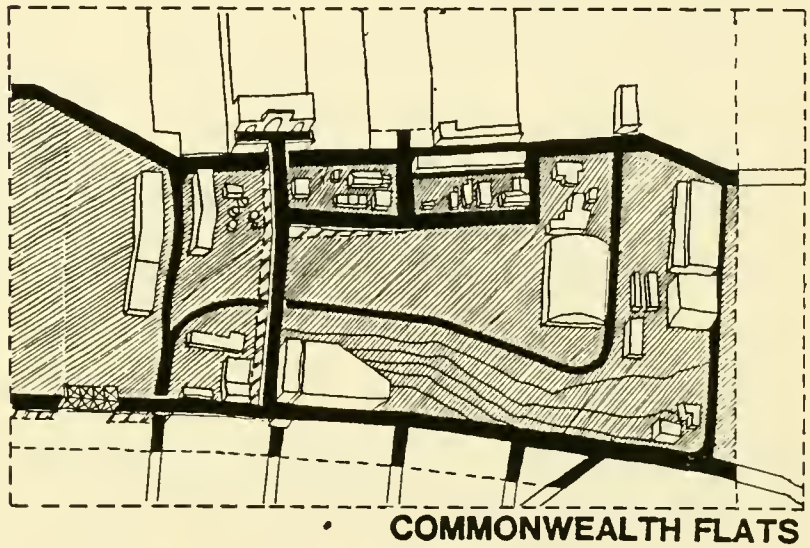
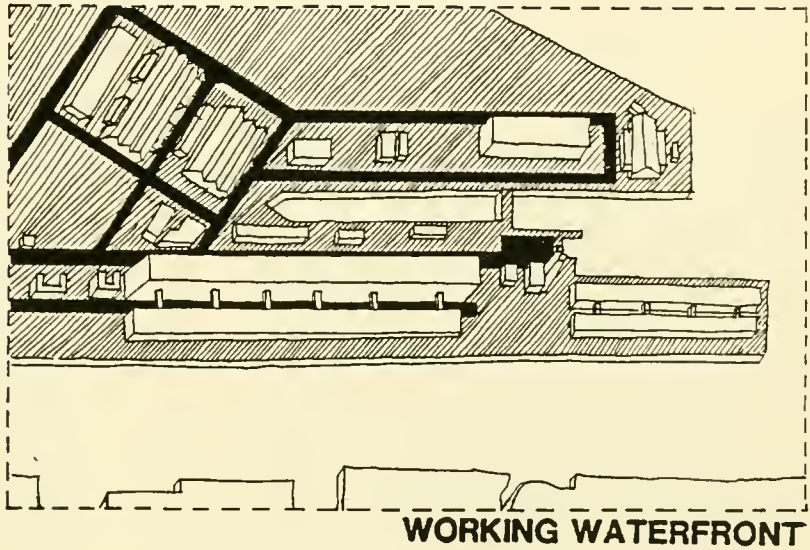
BOSTON WHARF CO. / CHANNEL'S EDGE



SOUTH BOSTON/TRANSITION EDGE



# SIZE OF BLOCKS AND MASSING

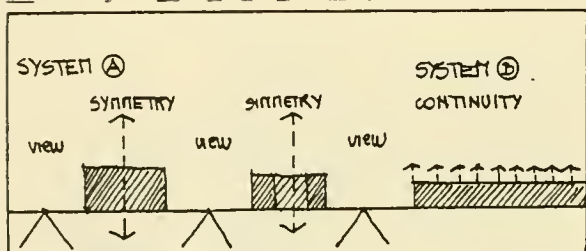




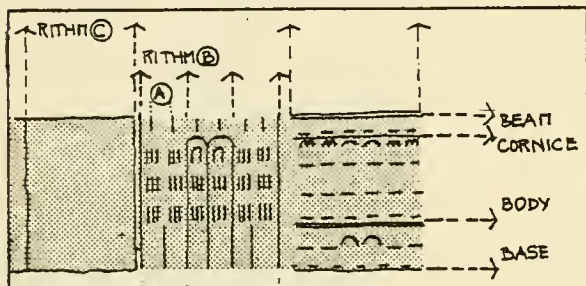




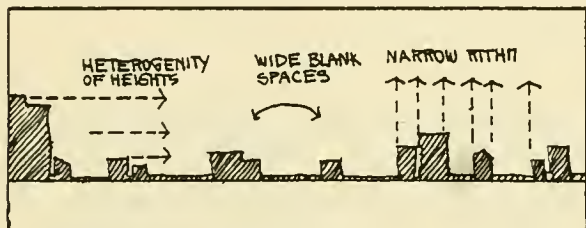
# ARCHITECTURAL SCALE & FACADES



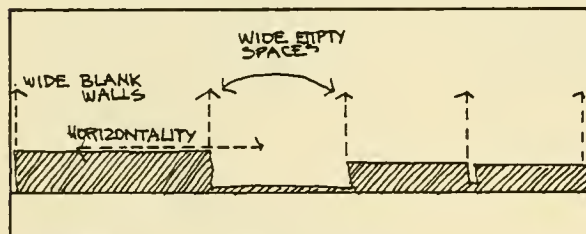
NORTHERN AVENUE



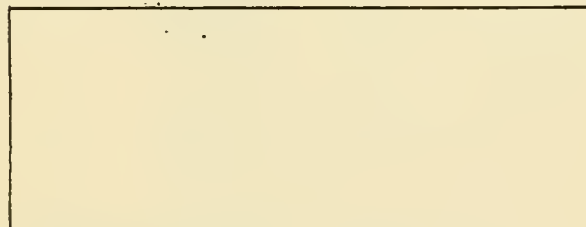
BOSTON WHARF CO.



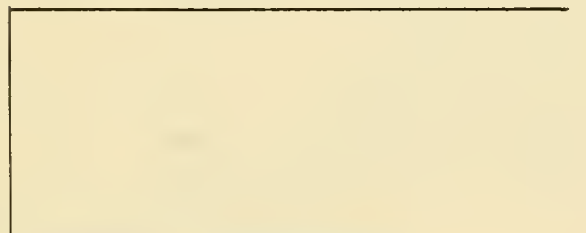
TRANSITION EDGE



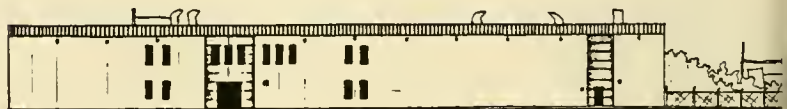
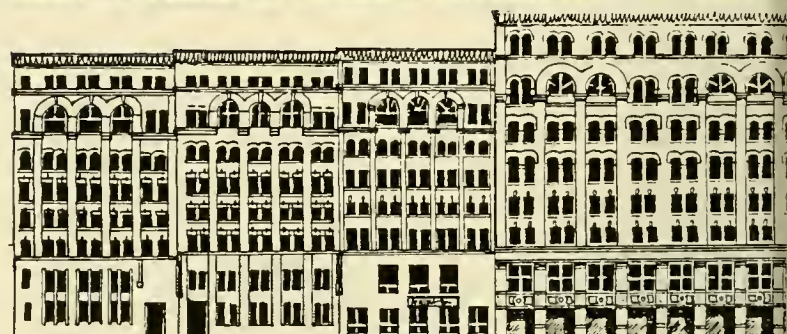
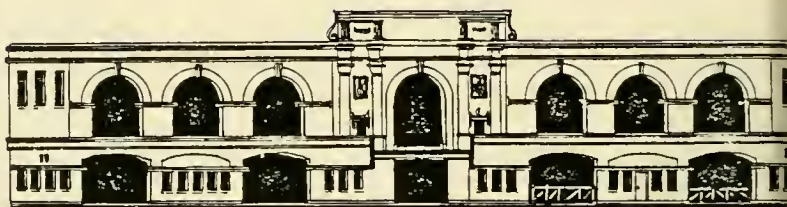
MANUFACTURING AREA



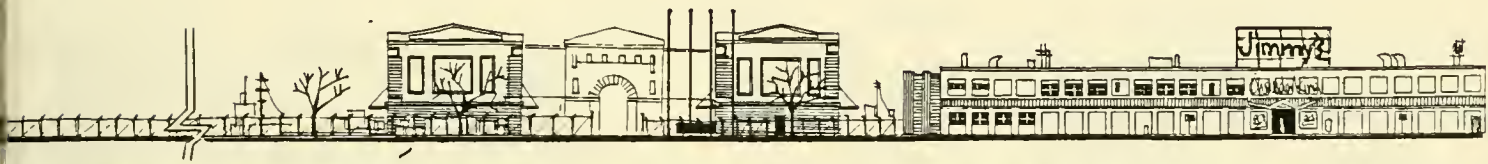
COMMONWEALTH FLATS



WORKING WATERFRONT



# ARCHITECTURAL SCALE & FACADES



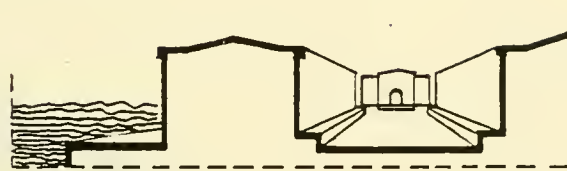




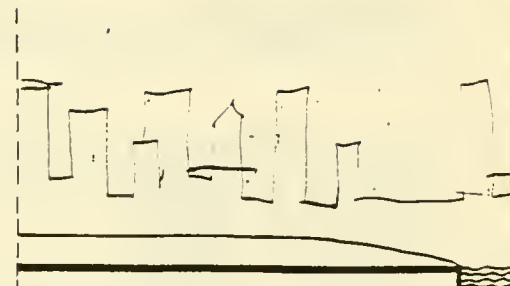
# STREETS AND OPEN SPACES



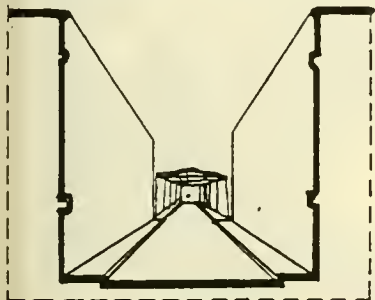
NORTHERN AV.



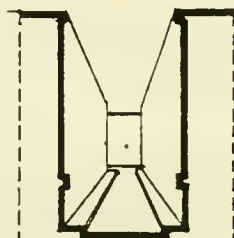
FISH PIER



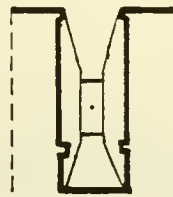
FAN PIER



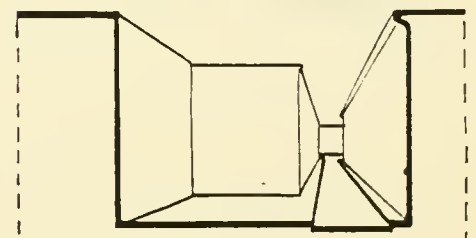
MAIN STREET



SECONDARY STREET



ALLEY



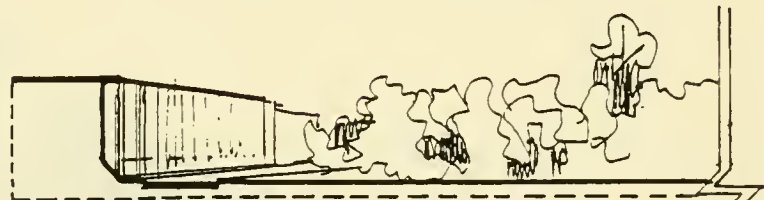
VACANT SITES



STREET



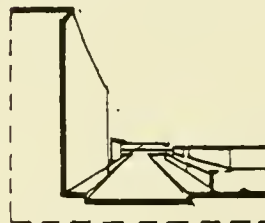
BACK ALLEY



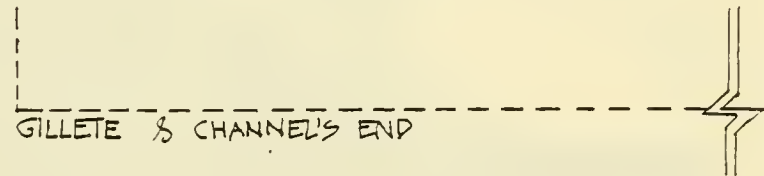
SQUARE



D STREET



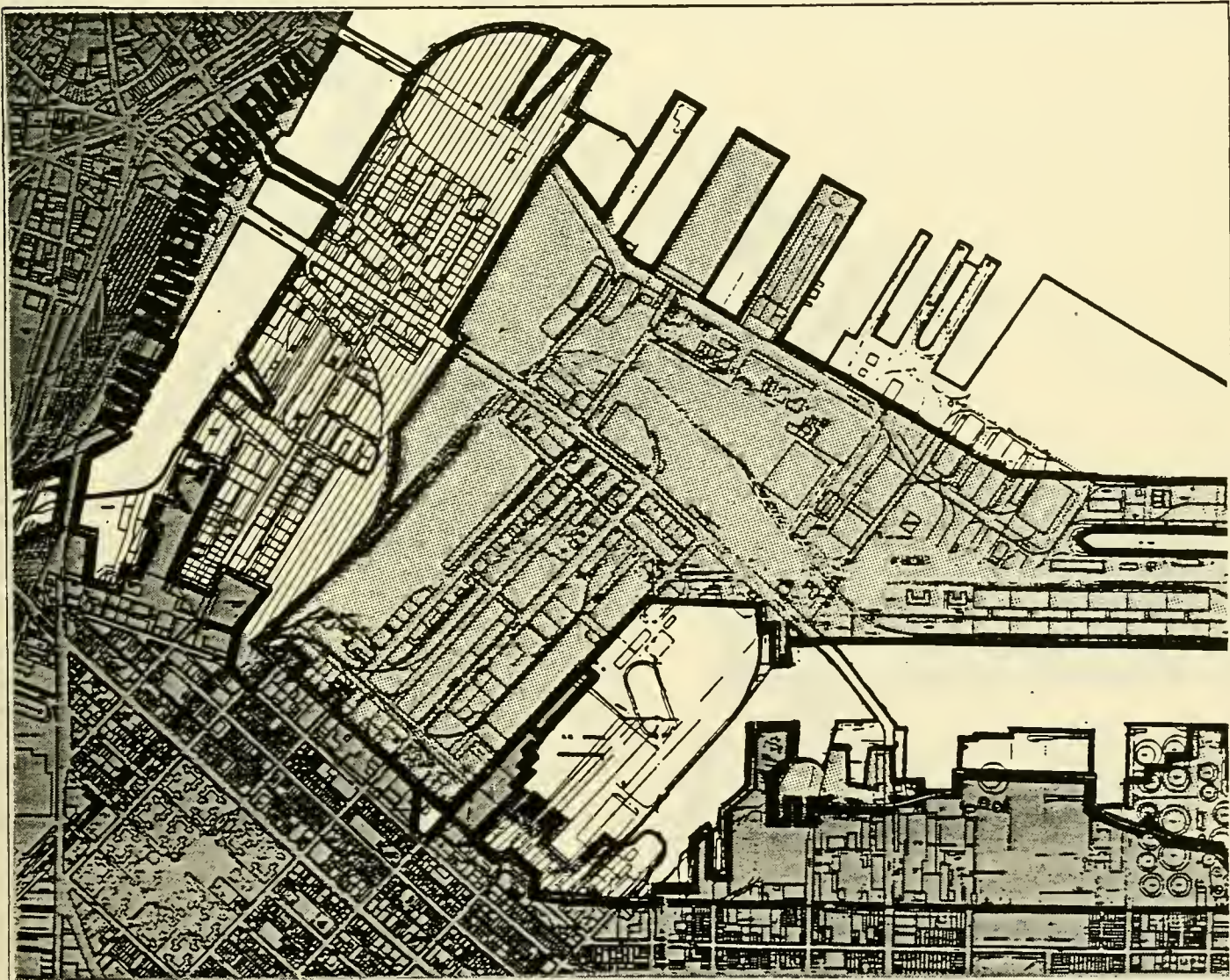
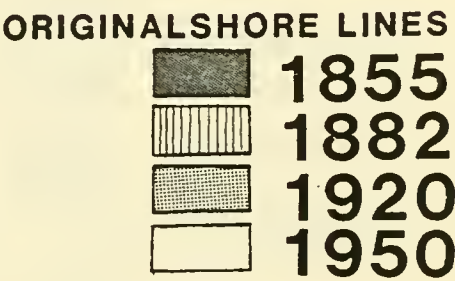
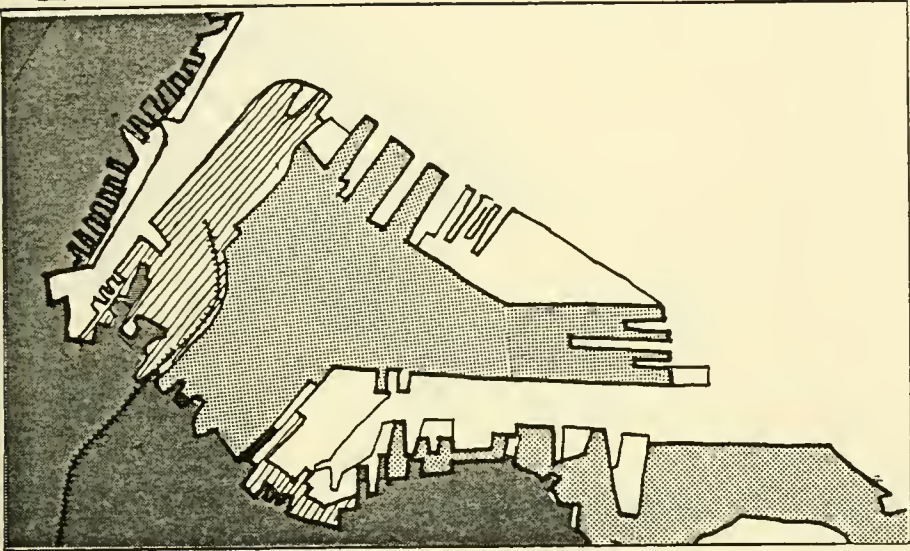
A STREET



GILLETE & CHANNEL'S END





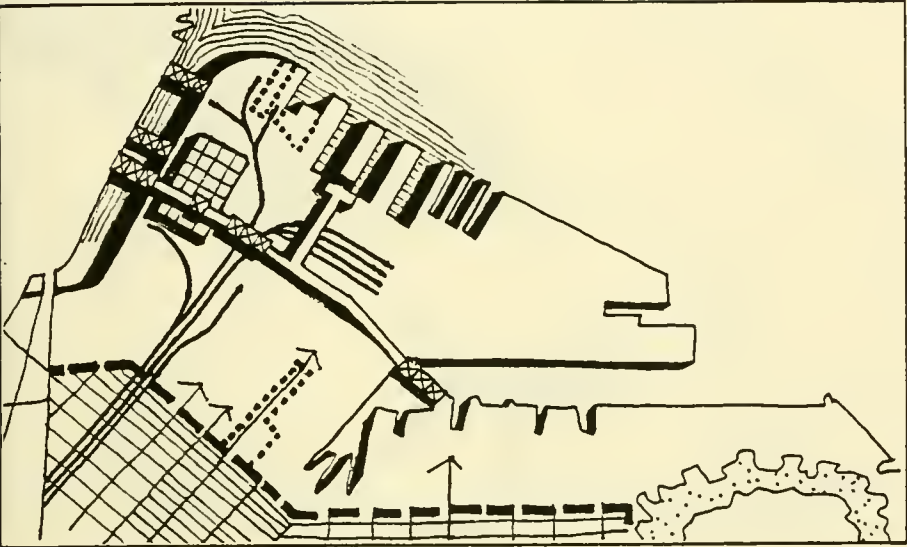











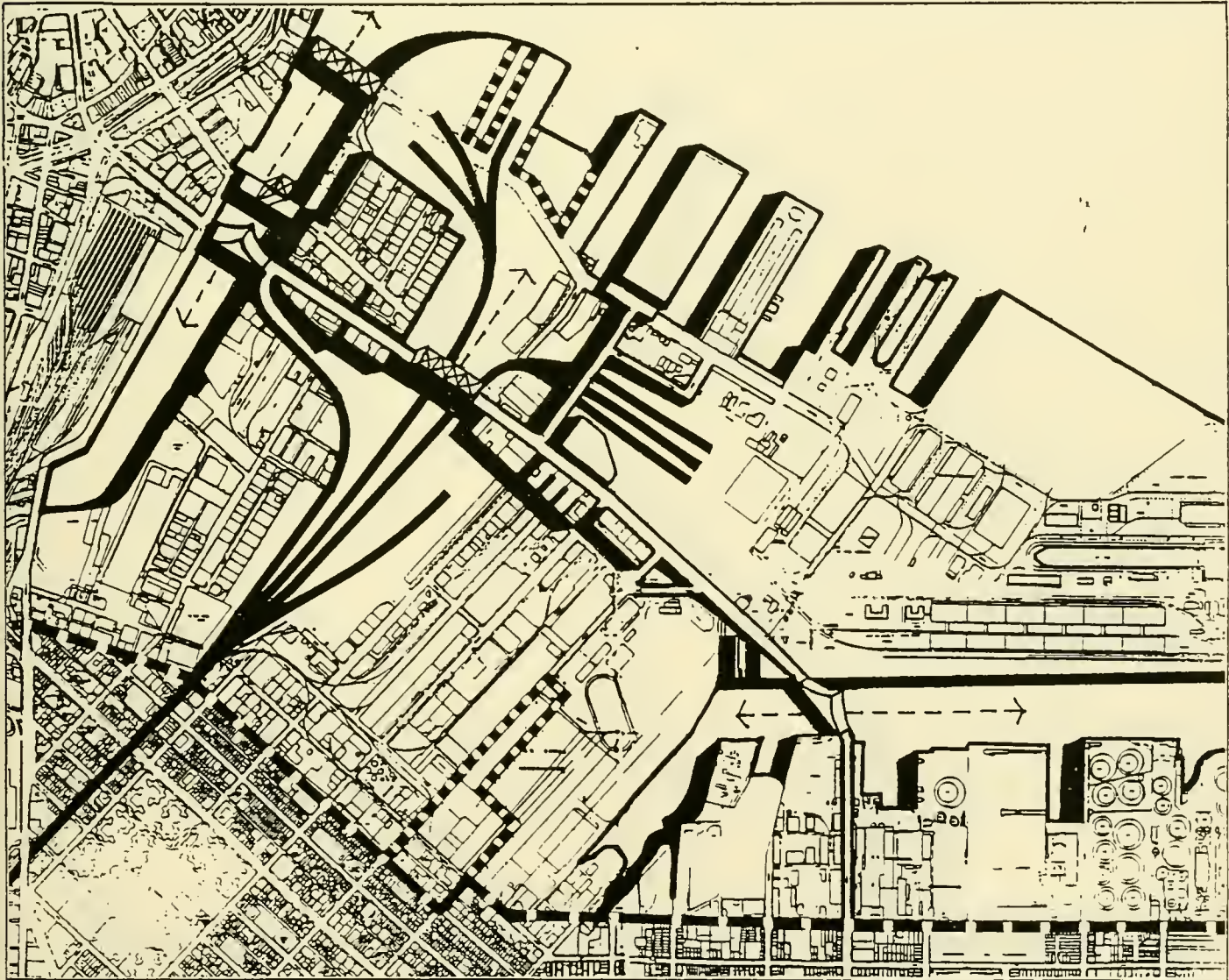


INVENTORY

TOPOGRAPHIC FORM



-  INTERLOCK PATTERN OF  
PIERS AND BERTHS
-  BRIDGES
-  BOSTON WHARF CO./  
ISLAND
-  FORMER SHORE LINE
-  RAILBED CHANNEL
-  VIADUCT /SUMMER ST.  
ELEVATED ROADS
-  SOUTH BOSTON  
NEIGHBORHOOD EDGE

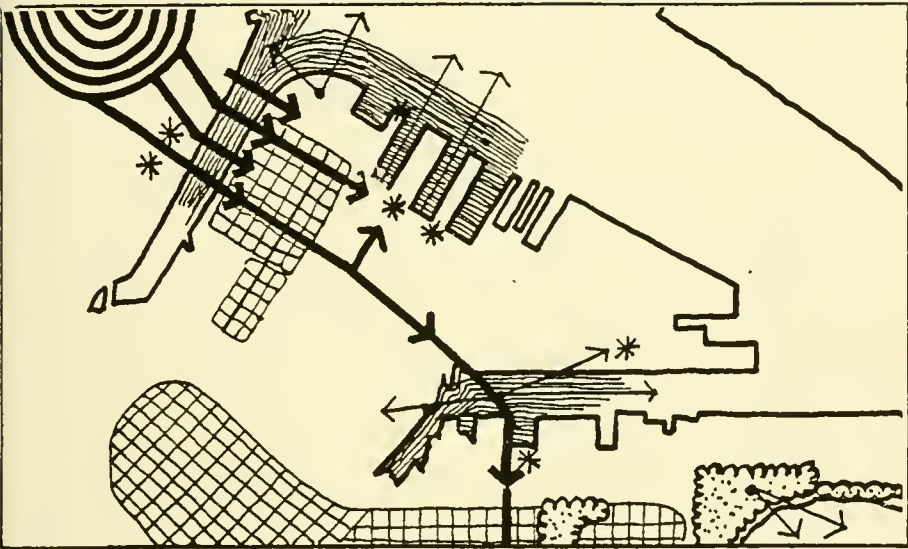



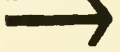
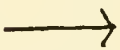
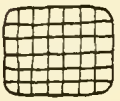

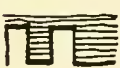


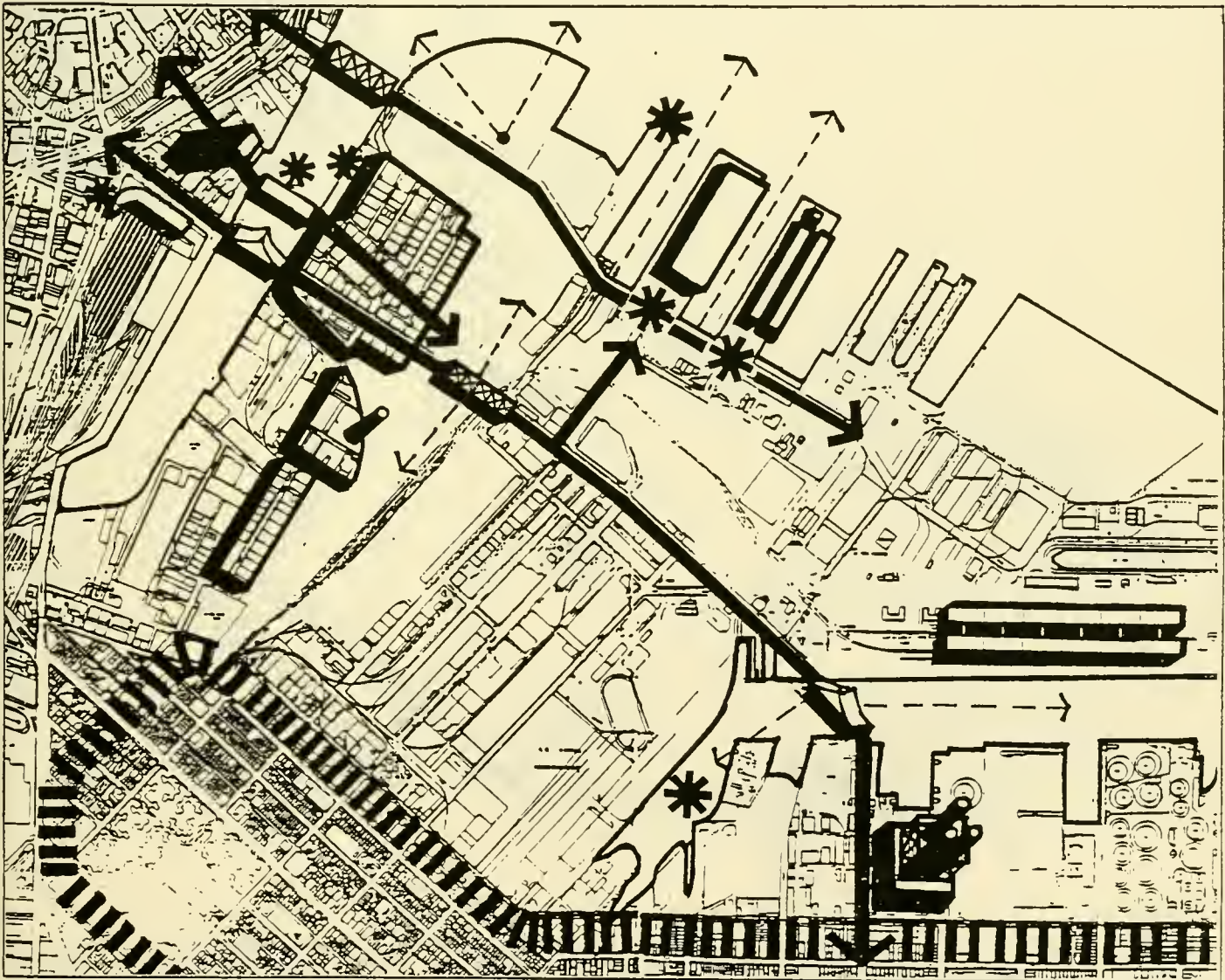


INVENTORY

IMAGEABILITY



-  CITY CORE
-  APPROACH/ARRIVAL
-  VIEWS
-  HOMOGENEOUS AREA  
MEMORABLE ORGANIZ.
-  LANDMARK  
MEMORABLE POINT
-  WATER'S EDGE

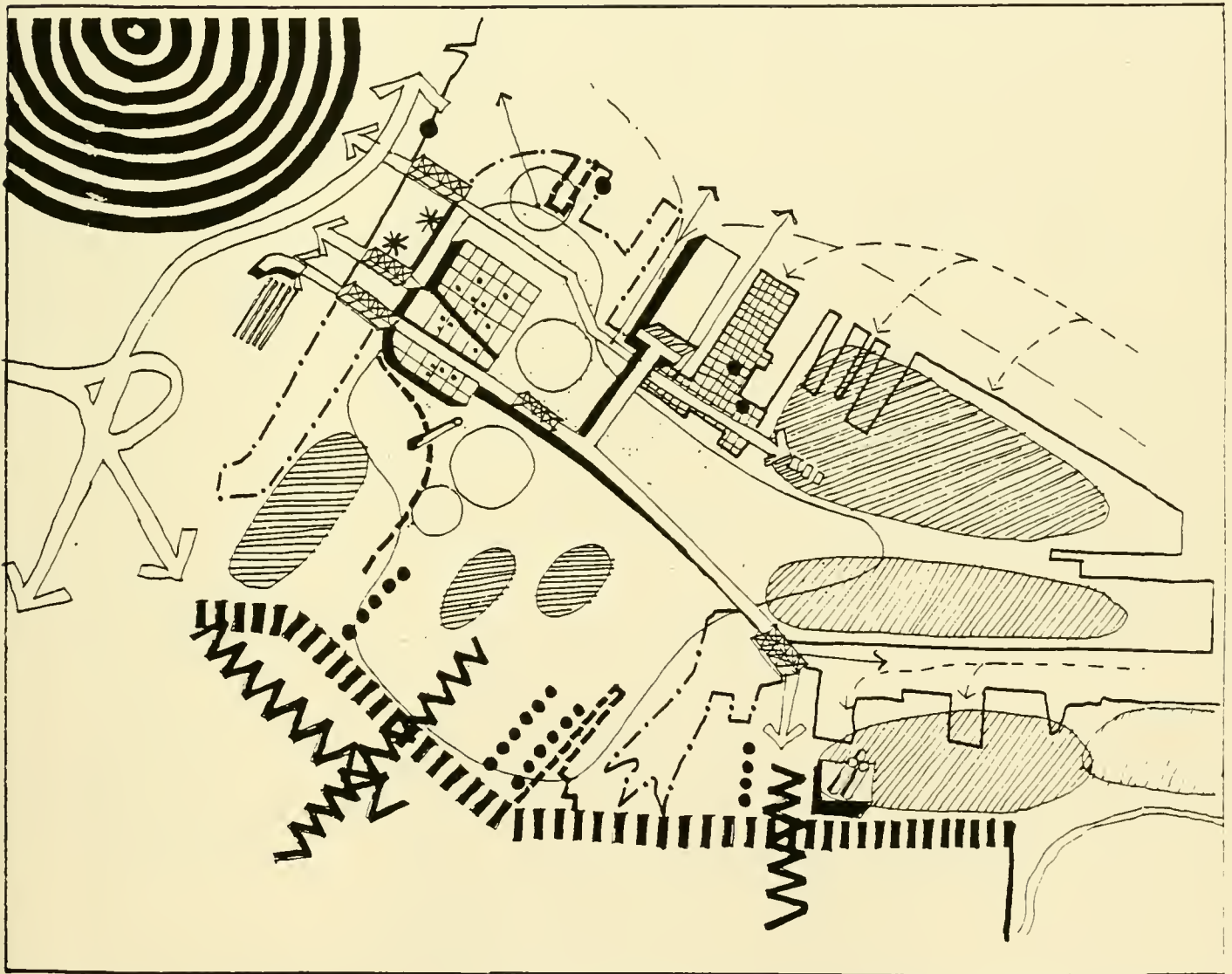


BOSTON TOMORROW

FORT POINT CHANNEL AREA DISTRICT STUDY















	ASSETS + SPECIAL CONDITIONS	PROBLEMS
● CONTEXT PLACE IN THE CITY		
PLACE IN THE HARBOR	<ul style="list-style-type: none"> <li>Central location of the area in inner harbor</li> <li>Easy water access to/from south/north shore, harbor islands, downtown &amp; airport</li> </ul>	<ul style="list-style-type: none"> <li>Existence of unused/underutilized waterfront in the area of study</li> </ul>
PLACE IN THE PARK SYSTEM	<ul style="list-style-type: none"> <li>Potential of connecting existing park system through area of study</li> </ul>	<ul style="list-style-type: none"> <li>Area of study is not linked to park system *</li> </ul>
CONNECTIONS	<ul style="list-style-type: none"> <li>Proximity to downtown, easy harbor access, easy highway access</li> </ul>	<ul style="list-style-type: none"> <li>Lack of neighborhood connections</li> </ul>
● LAND USE		
WATER RELATED USES	<ul style="list-style-type: none"> <li>Coexistence of working &amp; recreational water related uses. Productive activities generate tourist attractive activities that link productive/recreational waterfront.</li> </ul>	<ul style="list-style-type: none"> <li>many water edge areas are underutilized</li> <li>water-close locations being used for non-water related uses</li> </ul>
URBAN SPACE USERS	<ul style="list-style-type: none"> <li>Large yards + large interior spaces with easy access to sea, downtown &amp; highways convenient for industrial, warehousing &amp; high tech uses.</li> </ul>	<ul style="list-style-type: none"> <li>fragmented land use, many underutilized large parcels.</li> </ul>
SPECIALTY & RESIDENTIAL	<ul style="list-style-type: none"> <li>artists: unique activity in the city.</li> <li>living museum, eateries, shops, serve as linkage between productive/recreational uses</li> </ul>	<ul style="list-style-type: none"> <li>Residential edge not protected from adjacent industrial uses.</li> </ul>
● ACCESS		
AUTOMOBILE ACCESS	<ul style="list-style-type: none"> <li>proximity/easy access to downtown</li> <li>easy access to highway network</li> </ul>	<ul style="list-style-type: none"> <li>disconnected road pattern</li> <li>high volume of commuter parking in the area</li> <li>South Boston lacks connection roads</li> </ul>
GOODS & SERVICES ACCESS	<ul style="list-style-type: none"> <li>good access by land (highways), sea and air + closeness to downtown.</li> </ul>	<ul style="list-style-type: none"> <li>Automobile/Truck conflicts on surface roads.</li> </ul>
PUBLIC TRANSIT	<ul style="list-style-type: none"> <li>Proximity to downtown &amp; south station</li> <li>potential use of water transportation</li> </ul>	<ul style="list-style-type: none"> <li>Large areas are presently not being served by public transportation</li> </ul>
● STRUCTURE		
HISTORIC DEVELOPMENT	<ul style="list-style-type: none"> <li>Historic traces readable in the structure of the area: street pattern, rail beds, and some shore lines</li> </ul>	
TOPOGRAPHIC FORM	<ul style="list-style-type: none"> <li>Existence of a two level circulation network, a unique prototype in the city</li> <li>Former shore line readable in roads &amp; rail beds.</li> <li>Existence of several bridges of historic reference</li> </ul>	
IMPERCEPTIBILITY	<ul style="list-style-type: none"> <li>Closeness to water and views</li> <li>very strong identity of some features (Boston Wharf Co, Comm. Pier, Fish Pier) as opposed to vast blank areas.</li> </ul>	<ul style="list-style-type: none"> <li>Lack of clear sequences, existence of vast blank areas.</li> </ul>



# GUIDELINES CONCEPTS

## CONTEXT/PLACE IN THE CITY

- CENTRAL CITY ORGANIZATION
- PLACE IN THE HARBOR
- PARKS SYSTEM
- CONNECTIONS
- SOCIAL AND ECONOMIC GOALS

## LAND USE

## ACCESS

- VEHICULAR
- PUBLIC TRANSIT

## STRUCTURE

- IMAGEABILITY
- GENERAL MASSING
- TOPOGRAPHIC FORM

## SUMMARY





**GUIDELINES CONCEPTS**

**PLACE IN THE CITY**



# PLACE IN THE CITY: CENTRAL CITY ORGANIZATION

In preparing development guidelines for any district, an initial step is to understand its place in the city. The Fort Point Channel Area District serves a number of important functions today and offers opportunities for additional roles in the future. It can play a significant part in the complex organization of the city center in the harbor, and in the parks system, and it can help to provide improved places to work and live.

## Central City Organization

The Fort Point Channel Area District, because of its location and the size of its under-developed acreage, provides an exceptional opportunity to expand downtown uses, reducing development pressure in the Financial District and adding special uses and amenities to the city center.

There is a general perception in many people's minds about the direction Boston is heading in terms of how the commercial center is organized. The following three page analysis attempts to articulate these concepts which influence the

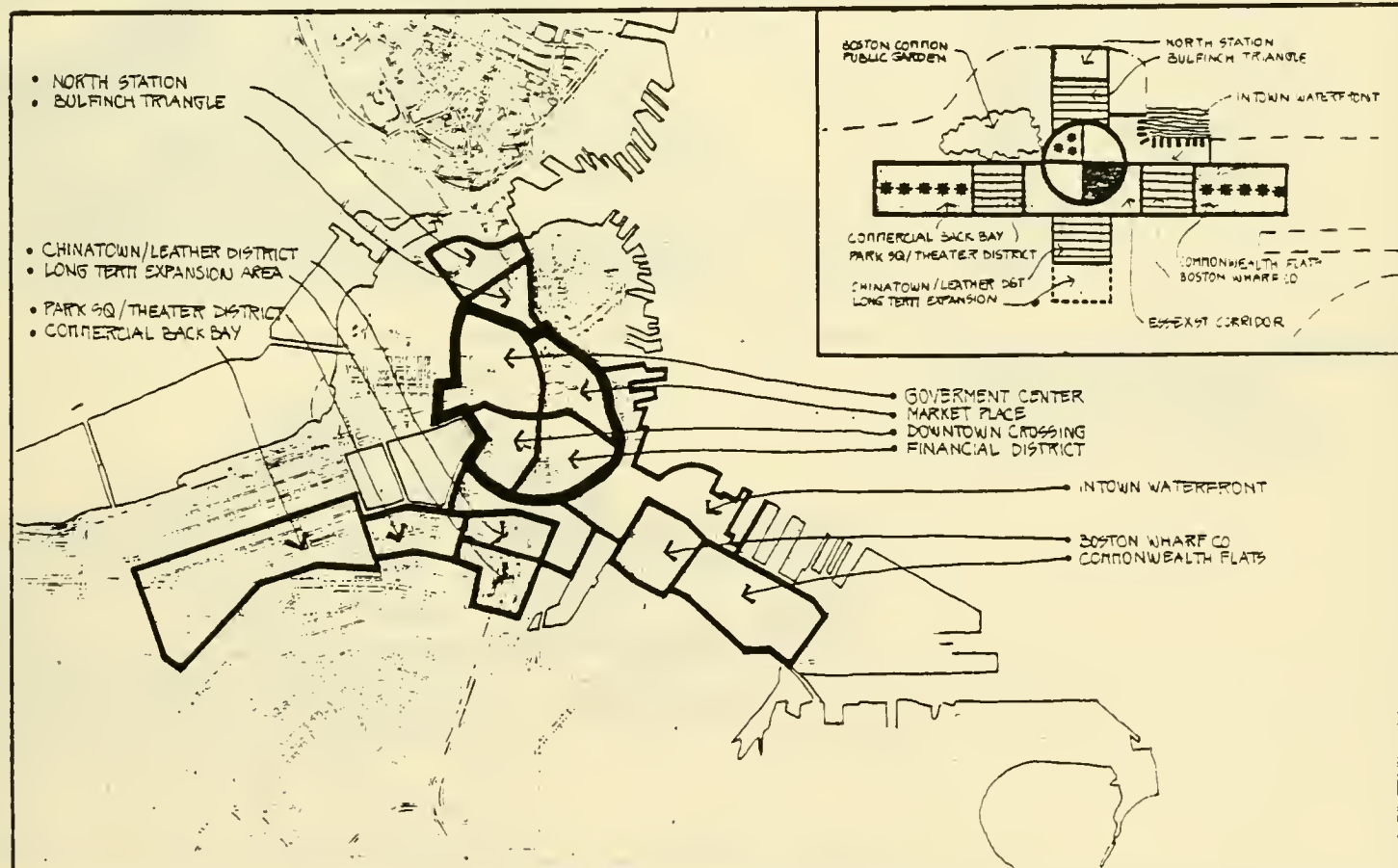
distribution of use and density and the character of Central Boston's diverse subareas.

Boston's central core is comprised of four sections: Government Center, Downtown Crossing, the Financial District, and the Marketplace/Broad Street area with the Boston Common/Public Garden to the west and the intown waterfront and harbor to the east.

Commercial Back Bay has developed an auxiliary office zone with specialty retailing. The owners of Commonwealth Flats, C.C.&F. and Massport, recognize that this area could serve as another auxiliary office area mixed with high-tech uses. The Essex Street Corridor and the North Station area are also slated as auxiliary office zones.

Four distinctive areas flank the core in each direction and are developing into special character districts where historic warehouse structures or cultural activities set the tone for specialized uses and smaller scale architecture and public spaces: the Boston Wharf Company in the Fort Point Channel Area District, the Bulfinch Triangle, Park Square/Theater District, and Chinatown/Leather District.

## EXISTING AREAS

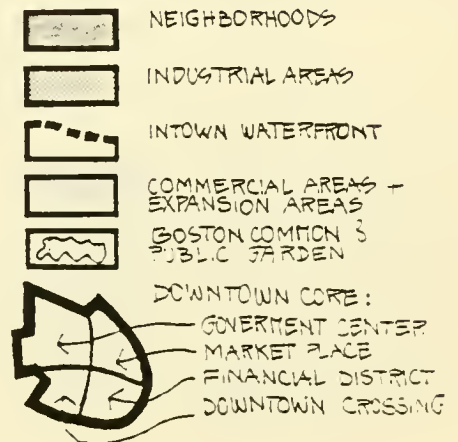
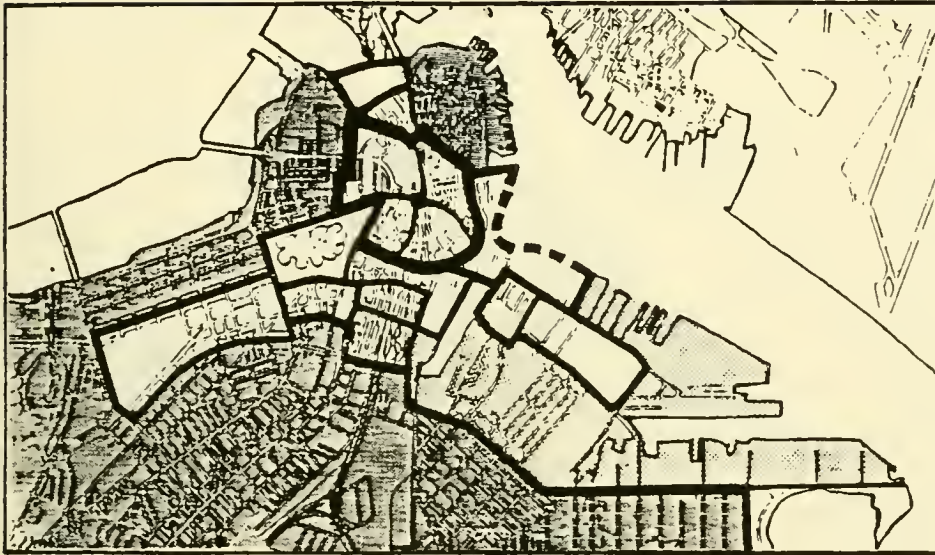




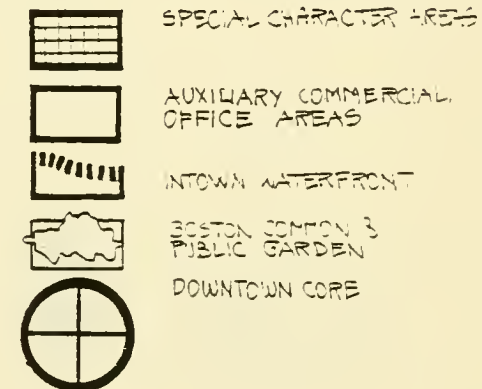
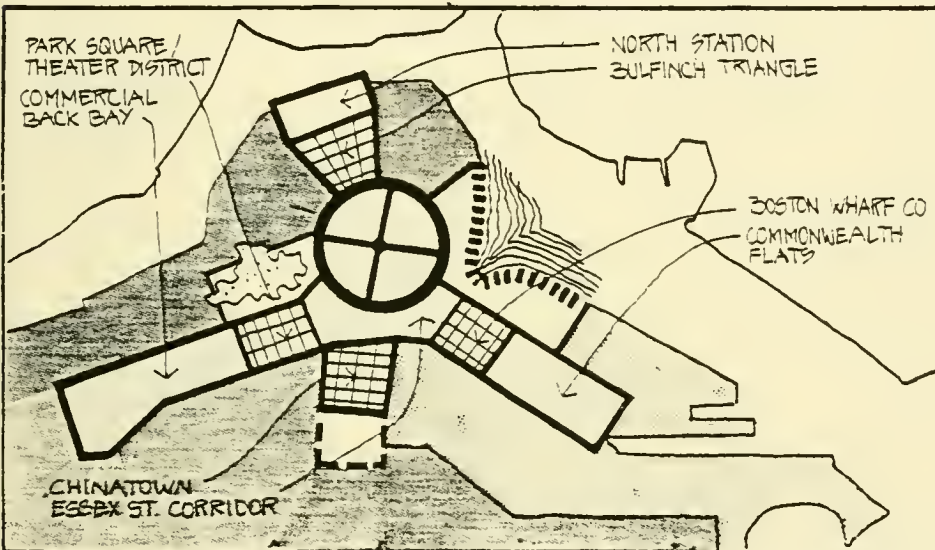


# CENTRAL CITY ORGANIZATION : USES

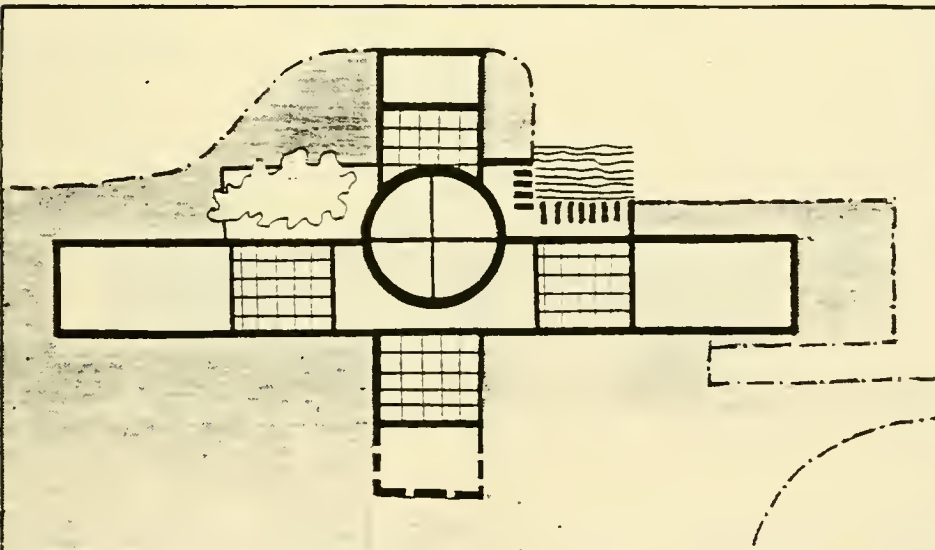
## 1 CENTRAL CITY AREAS



## 2 COMMERCIAL CENTER ORGANIZATION






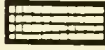
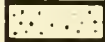
## 3 COMMERCIAL CENTER ORGANIZATION CONCEPTUALIZED



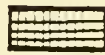

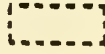


# CENTRAL CITY ORGANIZATION : DENSITY

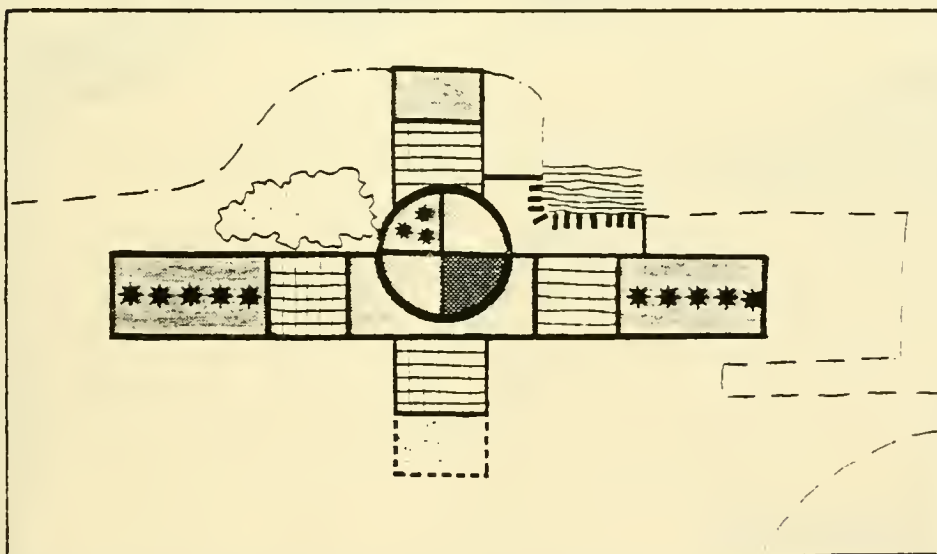
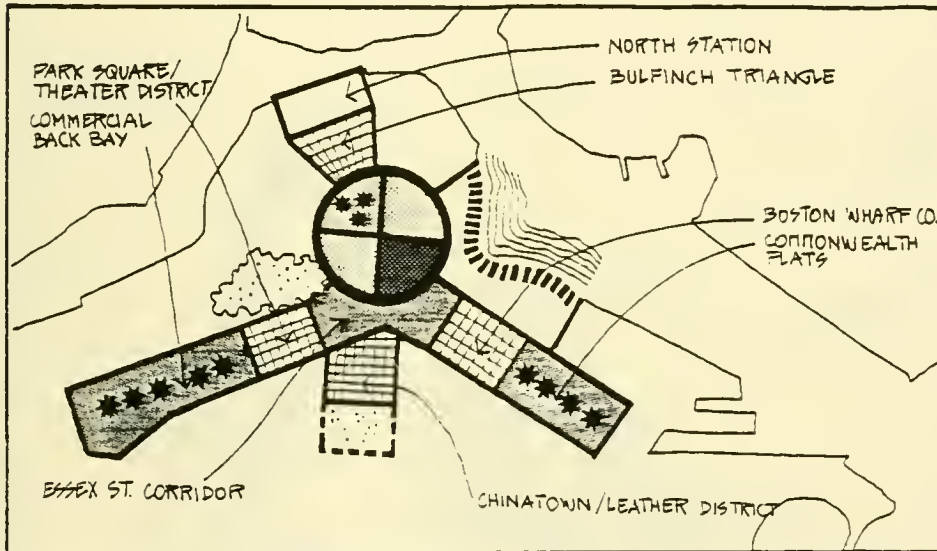
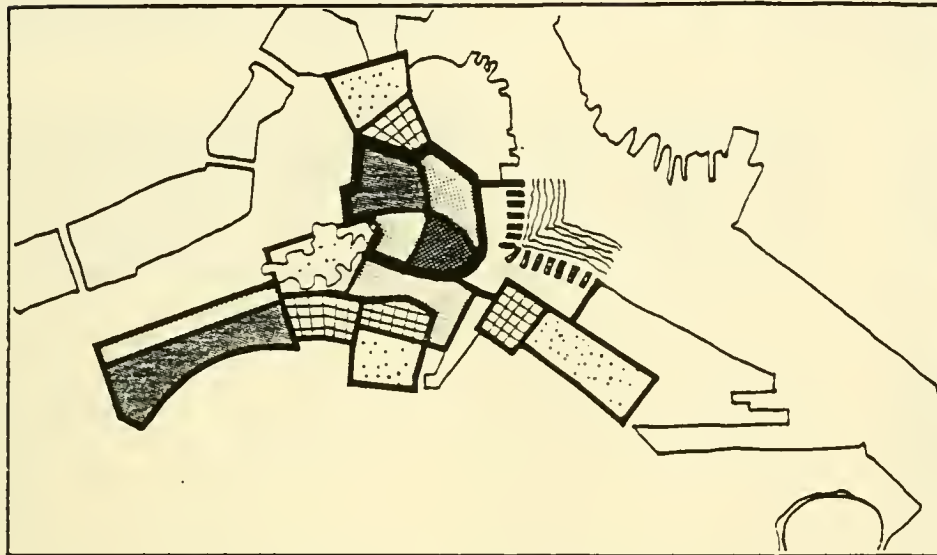
## 1 COMMERCIAL CENTER EXISTING DENSITY

-  EXISTING HIGH DENSITY
-  EXISTING HIGH DENSITY WITH OCCASIONAL TOWERS
-  EXISTING LOW DENSITY
-  SPECIAL CHARACTER
-  UNDERUTILIZED/VACANT EXPANSION AREAS

## 2 COMMERCIAL CENTER FUTURE DENSITY

-  SPECIAL CHARACTER AREAS
-  HIGH DENSITY WITH OCCASIONAL TOWERS
-  LONG TERM FUTURE OFFICE ZONE

## 3 FUTURE DENSITY PATTERNS CONCEPTUALIZED



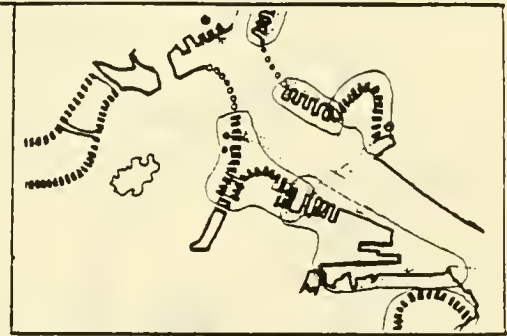




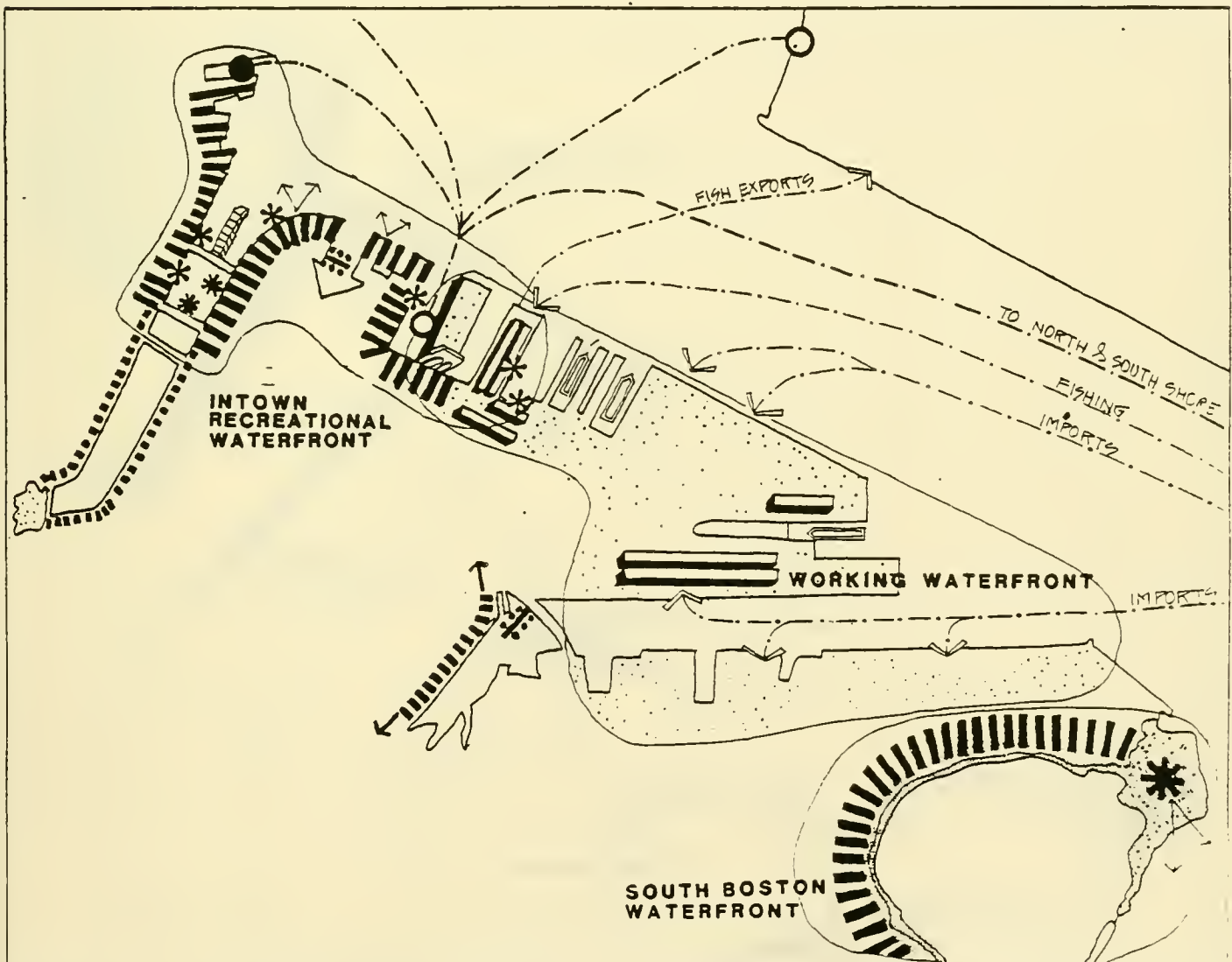
GUIDELINES CONCEPTS

PLACE IN THE HARBOR

- PRESERVE WORKING WATERFRONT
- GUARANTEE AND ENHANCE PUBLIC ACCESS TO WATER'S EDGE IN NON-WORKING AREAS.
- EXTEND INTOWN WATERFRONT TO FAN PIER & PIERS 1 to 4.
- EXPLORE THE POTENTIAL OF ACTIVE USE OF WATER FOR TRANSPORTATION OF GOODS AND PEOPLE



- PUBLIC INTOWN RECREATIONAL WATERFRONT
- WORKING WATERFRONT
- NEIGHBORHOOD EDGE
- WATER ROUTES / WORKING
- WATER ROUTES / PUBLIC TRANSPORTATION & LEISURE
- EXISTING FERRY LANDINGS
- POTENTIAL FERRY LANDINGS

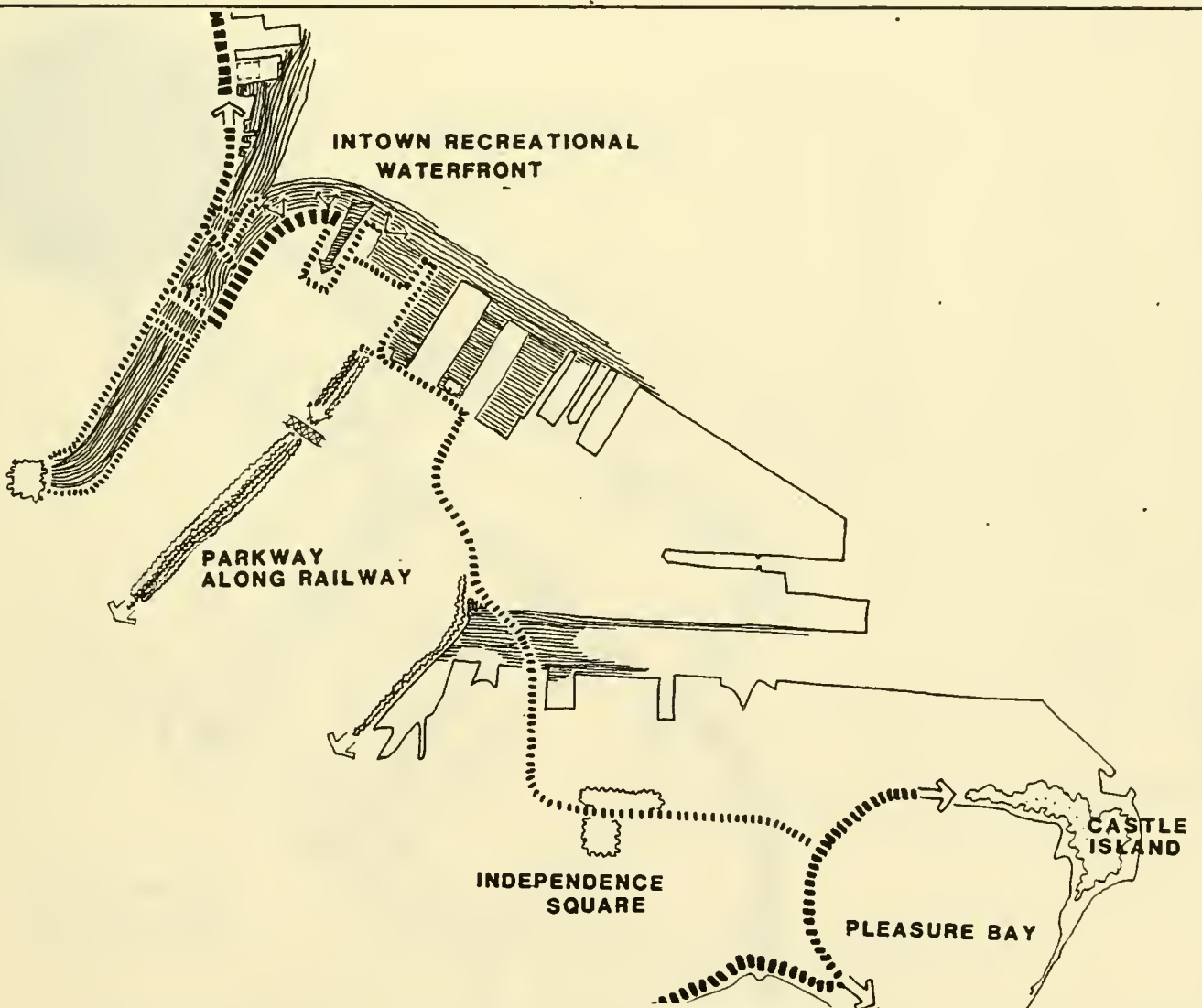
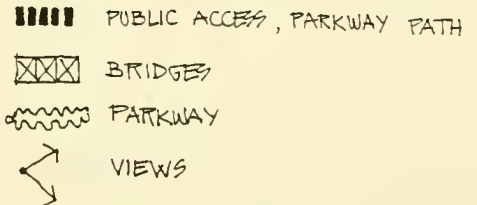




# GUIDELINES CONCEPTS

# PARKS SYSTEM

- EXTEND METROPOLITAN PARK SYSTEM THROUGH THE AREA CONNECTING INTOWN WATERFRONT TO THE SYSTEM.
- DEVELOP RECREATIONAL USE OF FAN PIER & PIERS 1 to 4 ALONG THE WATER'S EDGE
- TAKE ADVANTAGE OF BRIDGES AS SPECIAL ATENITIES
- CONSIDER POSSIBLE PARKWAY CONNECTION ALONG RAILBED BETWEEN SOUTH BOSTON & INTOWN WATERFRONT
- EXPLORE POTENTIAL FOR A PARK AT RESERVED CHANNEL'S END
- POSSIBLE RE-INTRODUCTION OF WATER BERTH INTO FAN PIER.



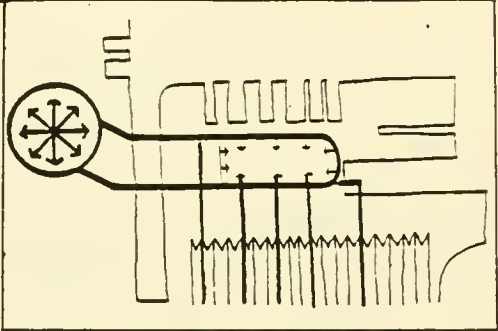




GUIDELINES CONCEPTS

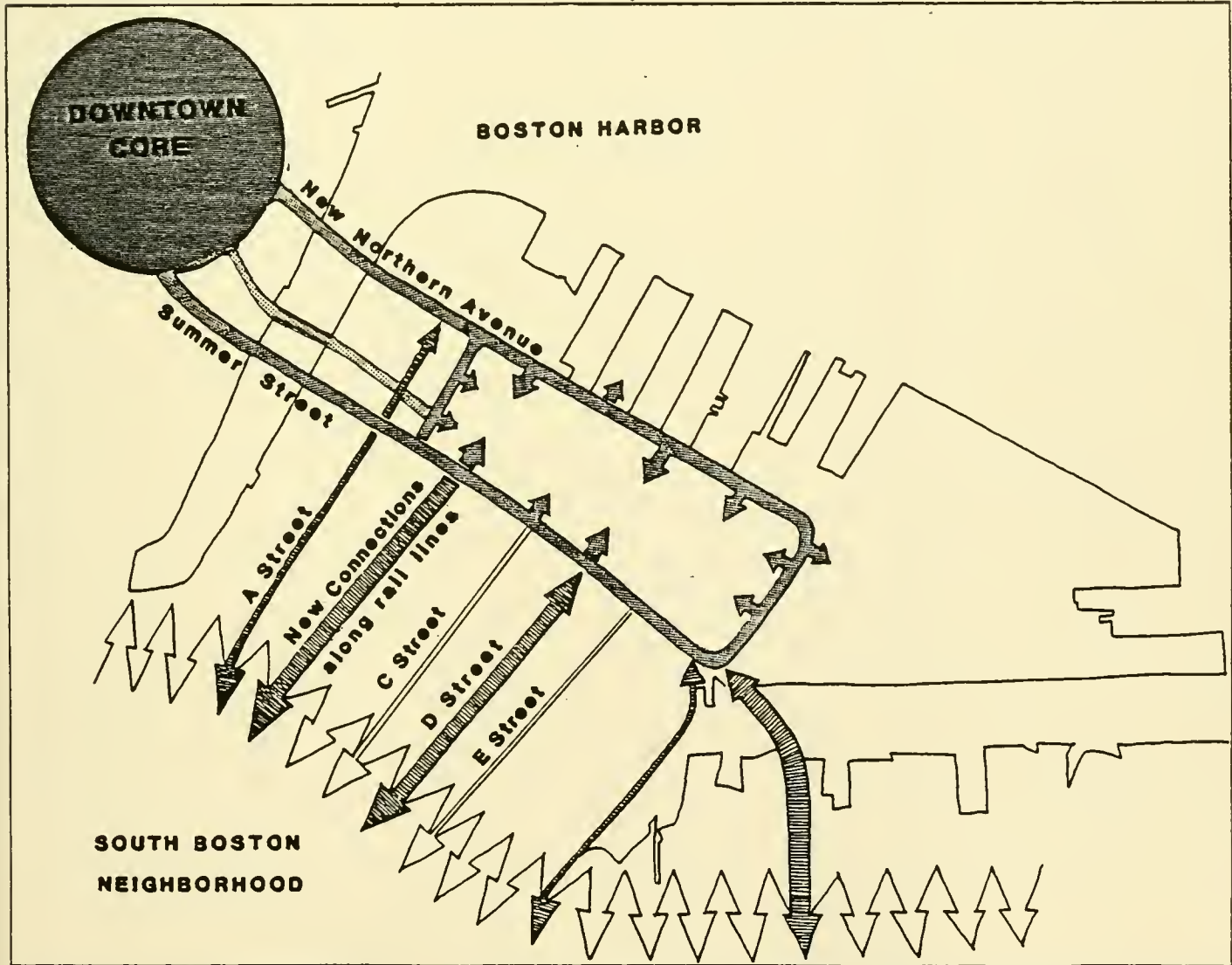
- EASE DEVELOPMENT PRESSURE ON FINANCIAL DISTRICT BY PROVIDING A LOCATION ALTERNATIVE IN THE FORT POINT CHANNEL AREA - COMMONWEALTH FLATS & CABOT, CABOT, FORBES PROPERTIES
- CREATE AND IMPROVE CONNECTIONS TO SOUTH BOSTON, GIVING SPECIAL CONSIDERATION TO THE NEIGHBORHOOD'S EDGE.

CONNECTIONS



~~~~~ CONNECTION-TRANSITION ZONE

➡ MAJOR ACCESS LINKS





# **GUIDELINES CONCEPTS      ECONOMIC/SOCIAL GOALS**

- Stabilize and improve the South Boston neighborhood edge. Improve connections northward for residents.
- Protect and improve water-dependent, food processing, printing, artists and light industrial/high tech businesses and jobs.
- Improve vehicular access to business areas but away from the neighborhood.
- Take advantage of water's edges and views to provide public amenity.
- Take advantage of the district's many business and physical assets.
- Fully utilize properties to help meet certain city-wide needs such as:
  - additional industry and high-tech uses,
  - auxiliary office space to take pressure off the Financial District,
  - special intown waterfront activity uses and public amenities,
  - low and moderate income housing and associated community services.
- Preserve Boston Wharf Co. area.





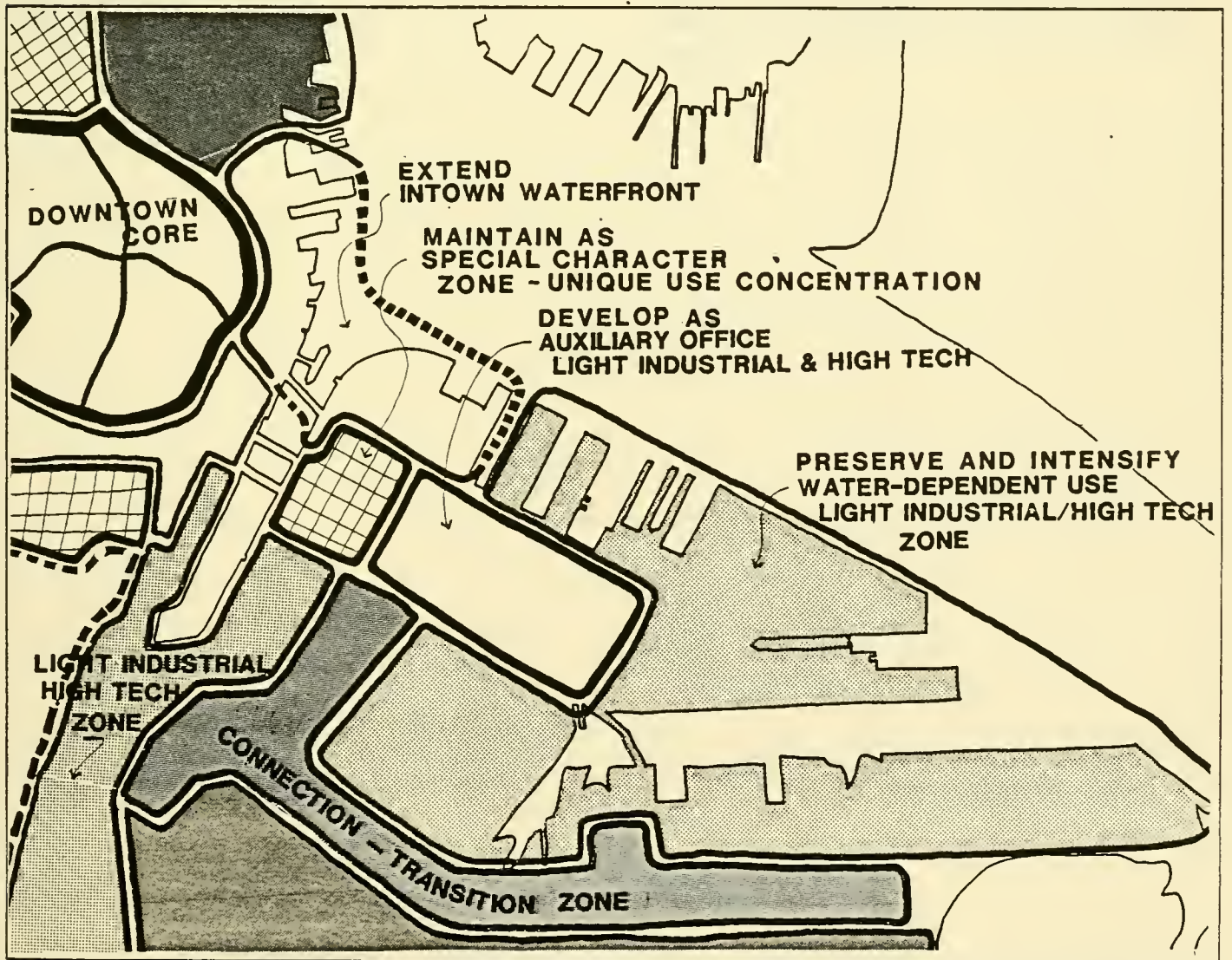
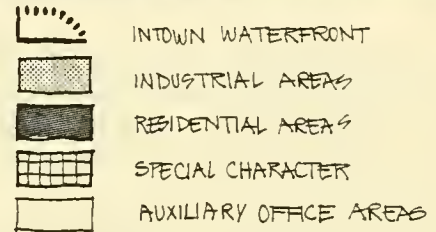
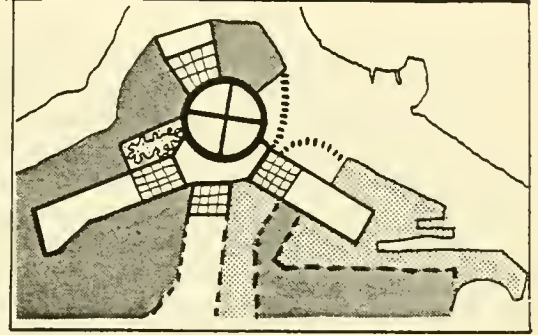




# GUIDELINES CONCEPTS

# USES

- PRESERVE AND MORE FULLY UTILIZE WATER-DEPENDENT AND LIGHT INDUSTRIAL CAPABILITIES
- EXPAND THE INTOWN WATERFRONT AS A RECREATIONAL, PUBLICLY ACCESSIBLE ZONE
- RECOGNIZE AND MAINTAIN THE SPECIAL CHARACTER OF BOSTON WARE COMPANY
- DEVELOP COMMONWEALTH FLATS AS AN AUXILIARY OFFICE AND LIGHT INDUSTRIAL/HIGH-TECH ZONE
- RAIL LINES AND NORTHERN EDGE OF SOUTH BOSTON NEIGHBORHOOD AS A CONNECTION-TRANSITION ZONE
- DEVELOP AND MAINTAIN ACTIVE, LIVELY USES ALONG STREETS







The vast area of the Fort Point Channel Area District logically subdivides into a number of zones which would take on particular roles as part of the larger city functions. Identification of these zones will help organize the district and help define the mix of use and character appropriate to each area.

1) Preserve and more fully utilize waterdependent and light industrial/high-tech uses in the Industrial Zone and along the inner Fort Point Channel.

2) Expand the Intown waterfront to the Fan Pier and Piers 1-4, designating this entire piece of the city as a very special amenity for Boston. A mix of active uses and public access to the water's edge should be emphasized.

3) Designate the Boston Wharf Company as a special character zone like Park Square/Theater District, Chinatown/Leather District, and Bulfinch Triangle. Preserve the brick warehouse character and encourage special uses such as the museums and artist's studios. Take measures to protect the printing industry located here as a special support use for nearby office zones.

4) Develop Commonwealth Flats as one of several downtown auxiliary office areas, in this case, combined with light industrial and high tech uses.

5) Develop the rail lines and South Boston neighborhood edge as a connection/transition zone, interlocking complementary residential and "soft-tech" uses.





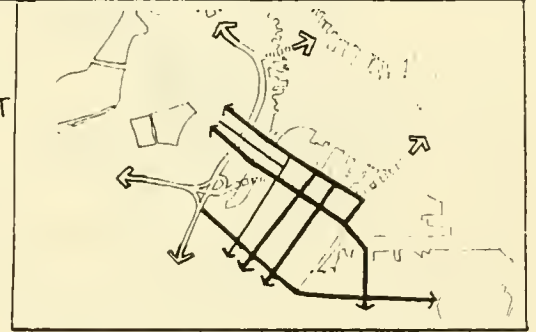




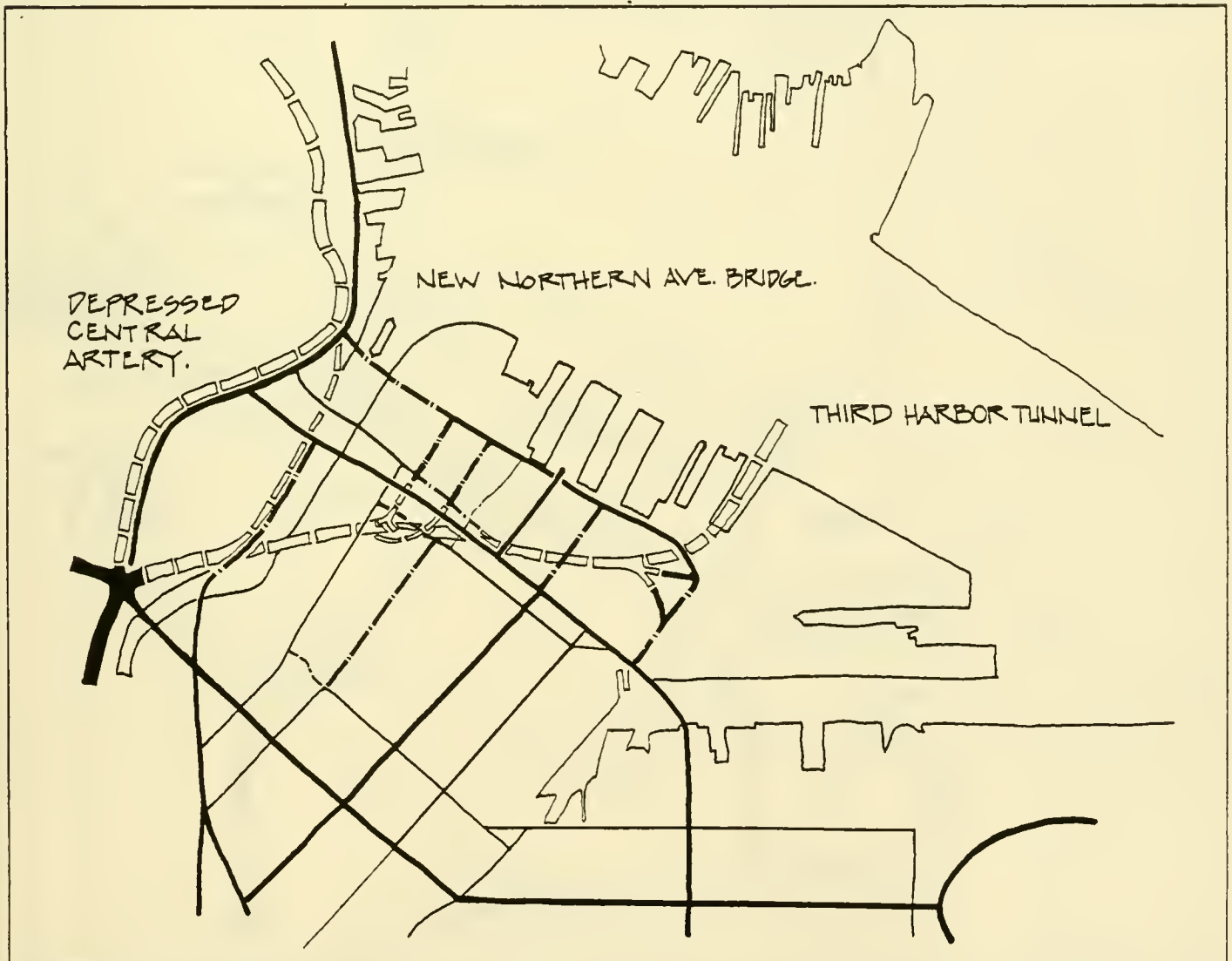
## GUIDELINES CONCEPTS

## VEHICULAR / ACCESS

- IMPROVE ACCESS INTO THE AREA IN RELATION TO ANTICIPATED USE
  - DEVELOP NEW NORTHERN AVENUE AND SUMMER STREET AS MAJOR ACCESS CORRIDORS WHILE PRESERVING PEDESTRIAN ENVIRONMENT
- CREATE A MORE CONNECTED PATTERN OF ROADS THROUGHOUT
  - IMPROVE CONNECTIONS TO SOUTH BOSTON; CREATE NEW CONNECTION ALONG RAIL-LINE BED
- CONSIDER ALTERNATIVES FOR COMMUTER PARKING REQUIREMENT FOR THE AREA.
- STUDY THE ROLE OF PUBLIC TRANSPORTATION AS AN ALTERNATIVE TO PRIVATE VEHICLES AND THE UNDER-UTILIZATION OF LAND FOR PARKING
- RESOLVE CONFLICT OF TRUCK TRAFFIC THROUGH RESIDENTIAL AREAS

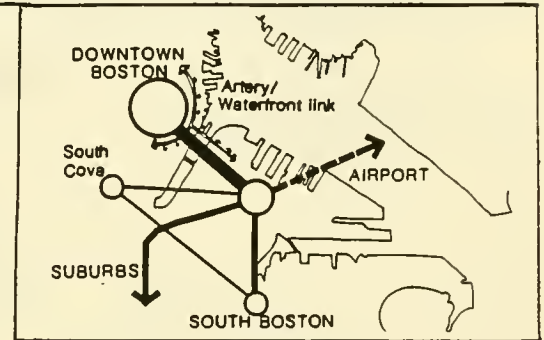


- |  |                       |
|--|-----------------------|
|  | DEPRESSED HIGHWAY     |
|  | MAJOR ROADS :         |
|  | NEW CONNECTIONS       |
|  | OTHER IMPORTANT ROADS |

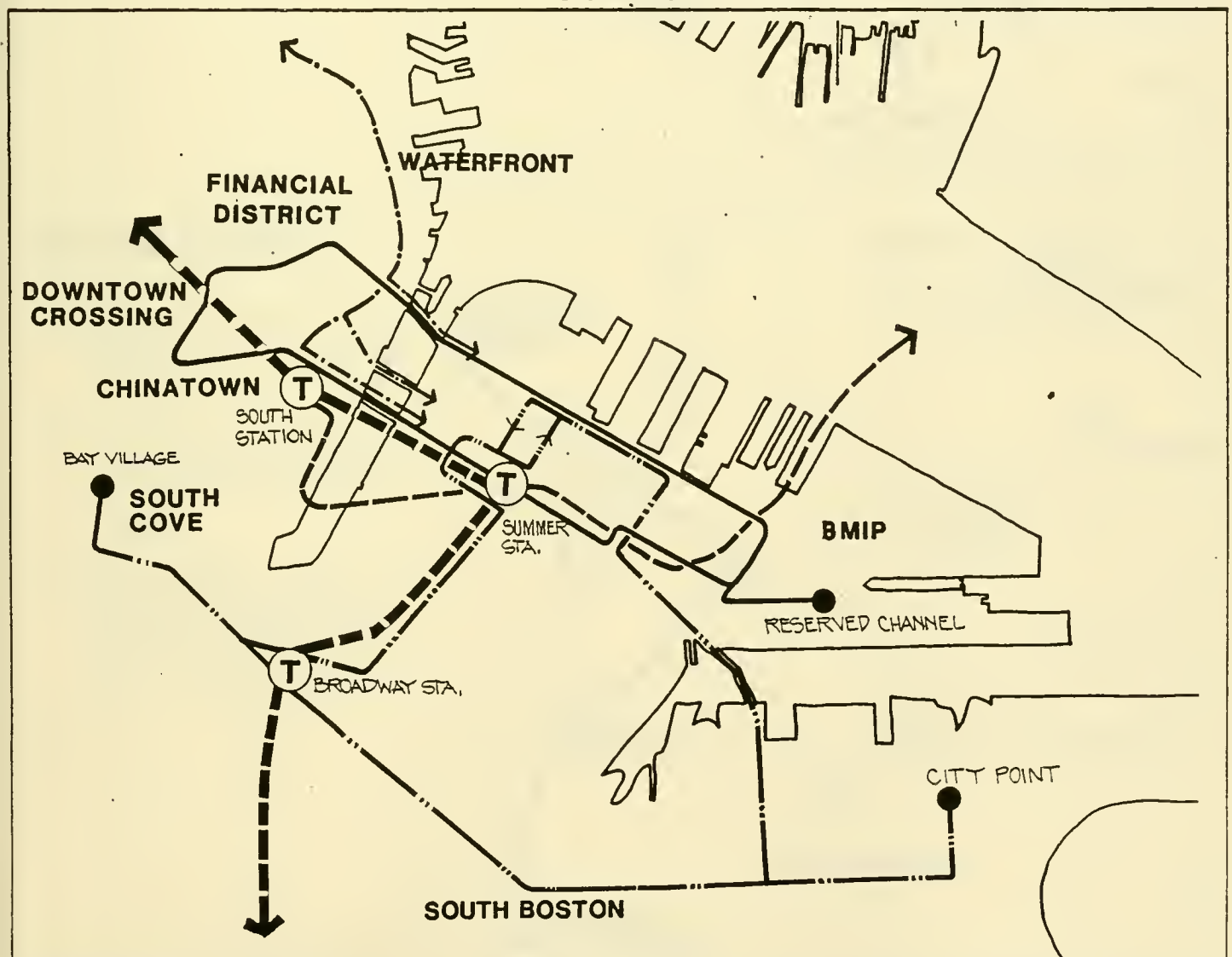




- MAKE USE OF PUBLIC TRANSPORTATION AS A DEVELOPMENT FORCE TO GENERATE AND REINFORCE DESIRED DEVELOPMENT PATTERNS
- PHASE PUBLIC TRANSPORTATION IMPROVEMENTS IN RELATION TO ANTICIPATED DEMAND, PREVENTING EXCESSIVE NEED FOR ACCESS AND PARKING OF PRIVATE VEHICLES.



## COMPOSITE BELOW/ABOVE GROUND

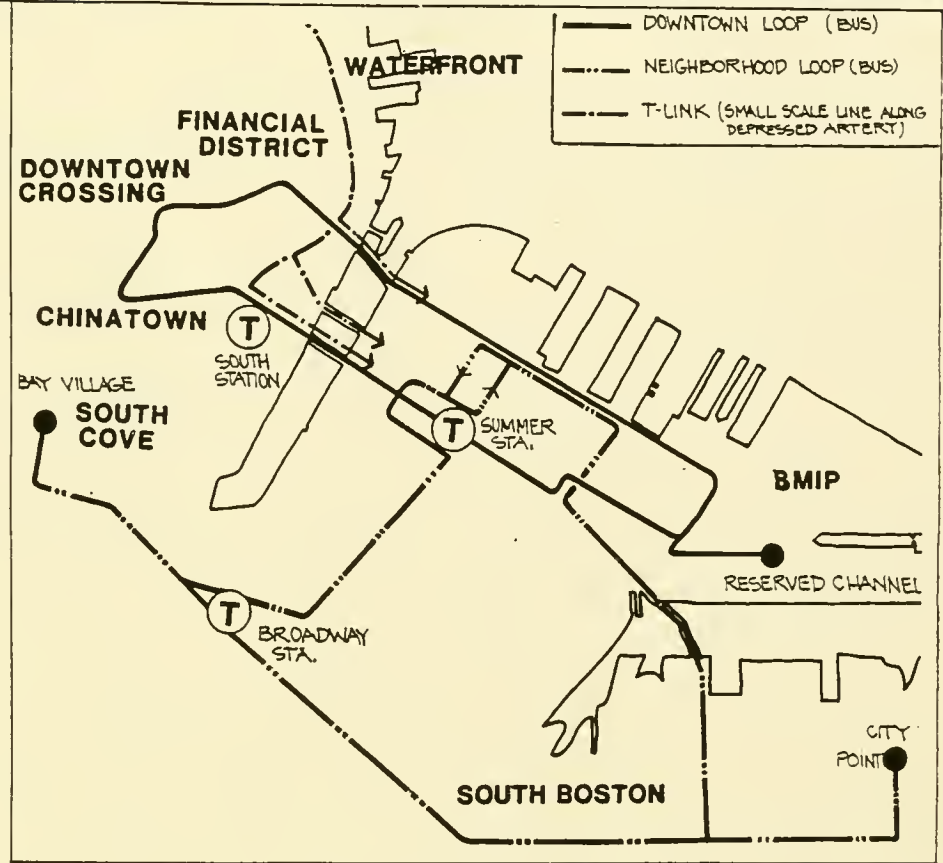




# GUIDELINES CONCEPTS PUBLIC TRANSPORTATION / ACCESS

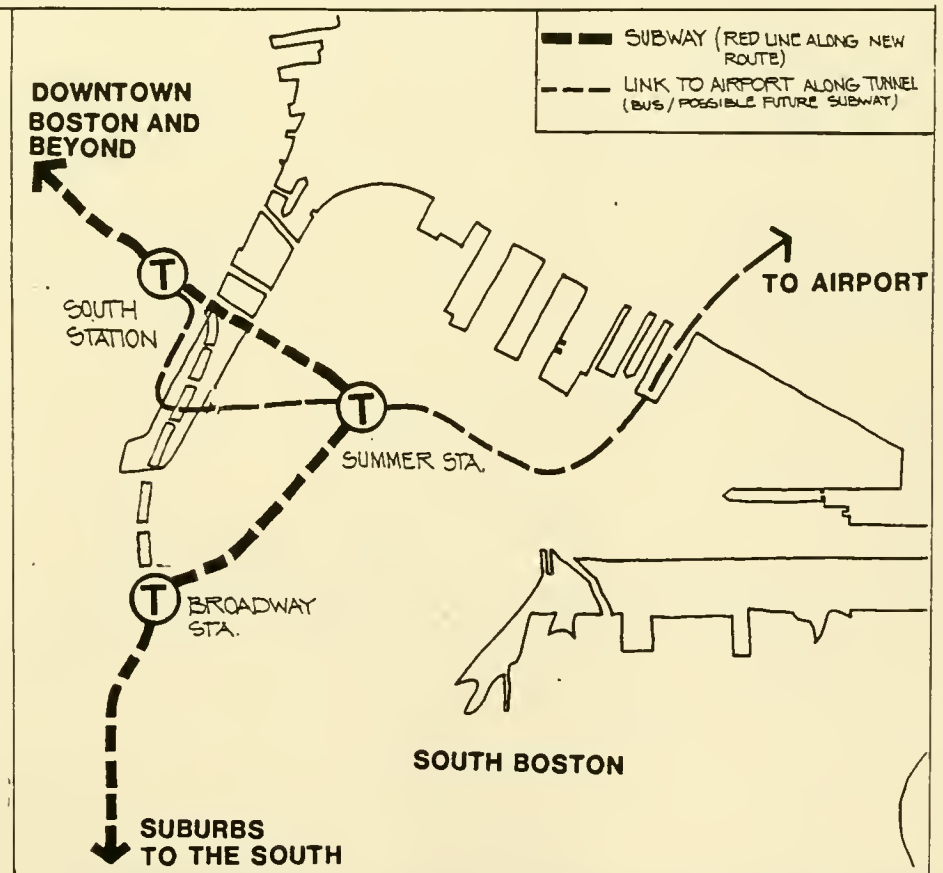
## ABOVE GROUND

- USE PUBLIC TRANSPORTATION TO REINFORCE LINKAGES TO DOWNTOWN AND AMONG DISTRICTS ADJACENT TO THE FORT-POINT CHANNEL AREA.
- CONSIDER ROUTING IN THE FORM OF LOOPS, PROVIDING QUICK, CONTINUAL SERVICE TO AND FROM THE AREA.
- CONSIDER ROUTE CONNECTING THE PIERS TO OTHER PLACES OF TOURISTIC ATTRACTION IN THE WATERFRONT & NORTH END



## BELOW GROUND

- CONSIDER THE AREA'S PLACE AND ROLE IN THE INTER-REGIONAL T-SYSTEM
- EXPLORE THE POTENTIAL OF A RED-LINE TRAIN STATION IN THE AREA, POSSIBLY AT SUMMER STREET
- STUDY POSSIBLE SHUTTLE SOUTH STATION - LOGAN AIRPORT WITH QUICK STOP IN FORT POINT CHANNEL. CONSIDER ROUTING ALONG THIRD HARBOR TUNNEL







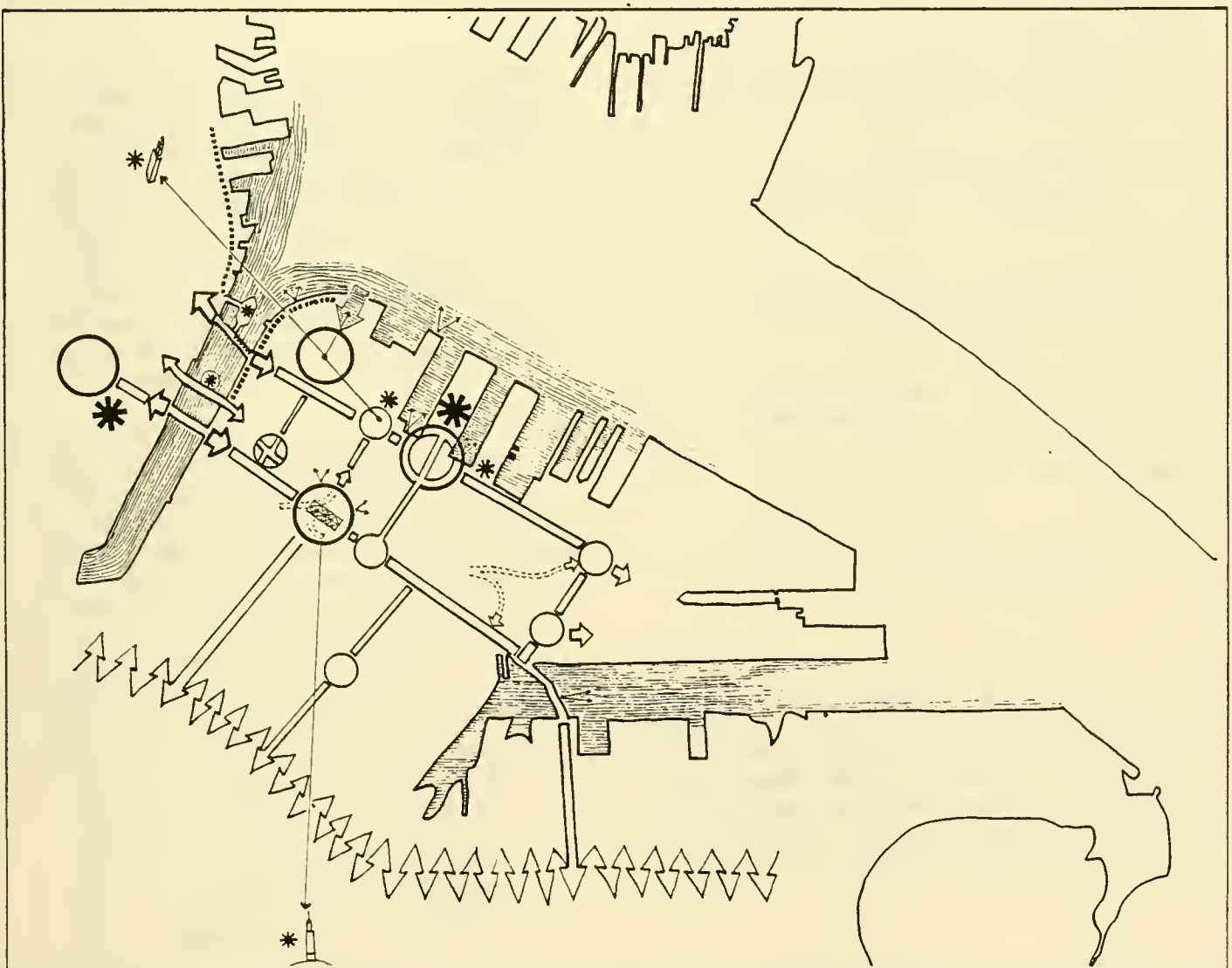
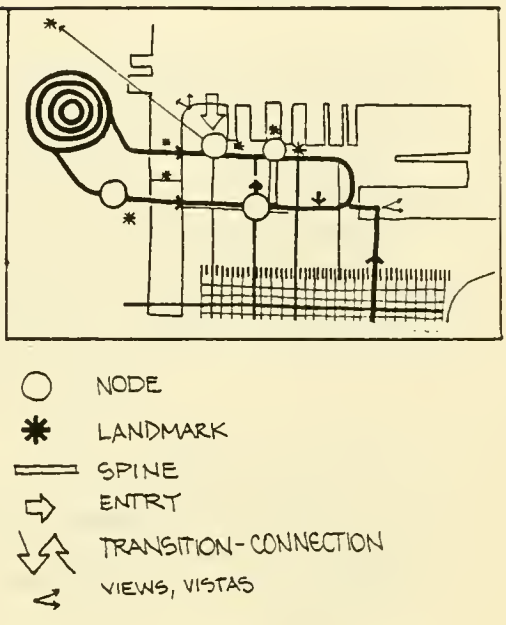




GUIDELINES CONCEPTS

- CREATE A STRUCTURE OF NODES, LANDMARKS, SPINES AND OTHER EVENTS THAT IS EASILY READABLE AND MEMORABLE
- RESOLVE TRANSITION-CONNECTION AT SOUTH BOSTON NEIGHBORHOOD
- EXPLOIT "MAIN STREET" CHARACTER OF NORTHERN AVENUE AND UNIQUE CHARACTER OF SUMMER STREET AND VIADUCT
- EXPLORE OPPORTUNITIES FOR A NEW LANDMARK BY NORTHERN AVENUE SERVING AS A RECOGNIZABLE ORIENTATION FOCUS FOR THE AREA (CUSTOMS HOUSE TOWER COMPARABLE).
- CREATE LOCALIZED NODES THAT GIVE COHERENCE AND SERVE AS ENTRANCE POINTS TO THE DIFFERENT SUB-DISTRICTS

IMAGEABILITY







A public framework within which private development will be supported and coordinated is needed: an imageable system of entries, connections, nodes, landmarks, views, and edges will help organize the district.

1) Give special attention to the visual quality at entryways and along major connections, preserving and adding landmarks and memorable views as important reference points.

2) Strengthen the pedestrian link along the intown waterfront.

3) Located nodes with landmarks and memorable views at key points to organize the district:

- o provide a major node at the center of the Fan Pier abutting a possible new harbor indentation. The node should be predominantly pedestrian and have visual connection to Northern Avenue and the Custom House Tower as well as to the harbor. The existing Mariner's chapel and a new tower comparable to that of the Custom House could serve as landmarks associated with this node.
- o provide a major two-level node at the landmark Commonwealth Pier. This might take the form of a somewhat classic urban square to compliment the Beaux-Arts Headhouse. At Viaduct level there would be pedestrian bridges over Northern Avenue and arcades along the second floor of new buildings surrounding the square and linking foot traffic with the second level of Commonwealth Pier and the Viaduct. The view from Summer Street down the Viaduct would be framed by buildings abutting it. Only the central portals would be visible until, upon entering the square, the full facade would be momentarily revealed.

- o develop a major node at the end of the Fish Pier which is more informal and captures the ambience of the fisheries activity. A new headhouse at the base of the Fish Pier, the intersection of a continued D Street, Fish Pier access, the existing "Main Street" row of shops and restaurants, and water views will influence the form and character of this node.

- o develop a major node on Summer Street at the railroad bridge. Use this special feature and the long views from it to create a focus for nearby development and a special sense of arrival for the Seaport Access.

- o smaller nodes should be considered at a number of points throughout the district including:
  - o within the Boston Wharf Company, possibly at A Street and Congress,
  - o at the intersection of Northern Avenue and the street from the Seaport Access,
  - o at the Summer Street/Viaduct intersection,
  - o along D Street between Summer and 1st Streets,
  - o at the two entries to the Marine Industrial Park.

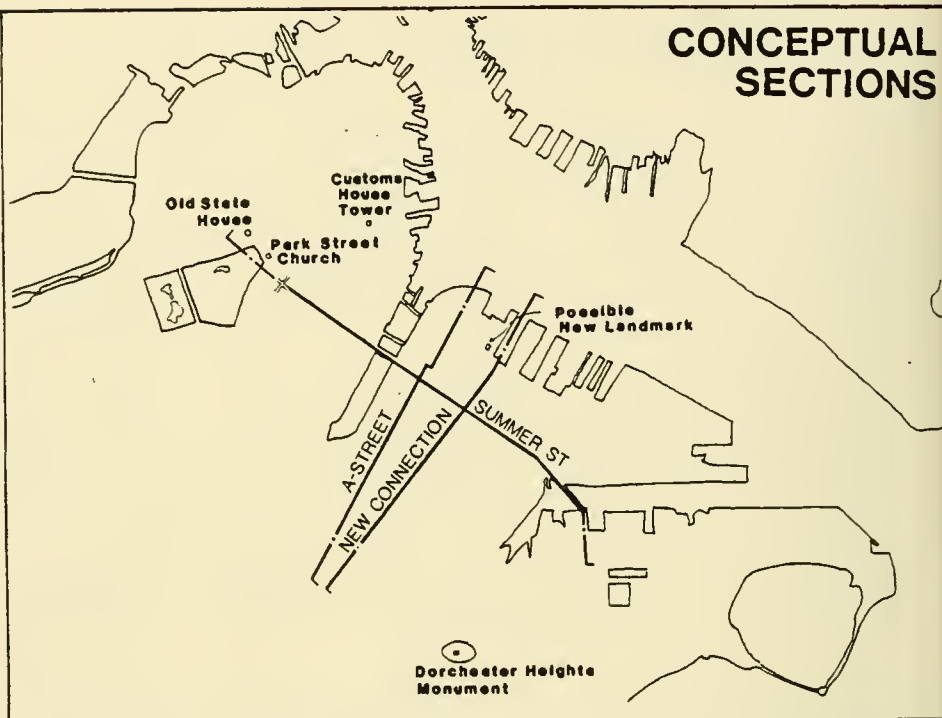
4) The edge between the South Boston Neighborhood and the industrial area needs careful attention. The relationship between the two areas needs to be clarified and made imageable. Some sort of interlocking, rather than a barrier or wall, would be most beneficial.



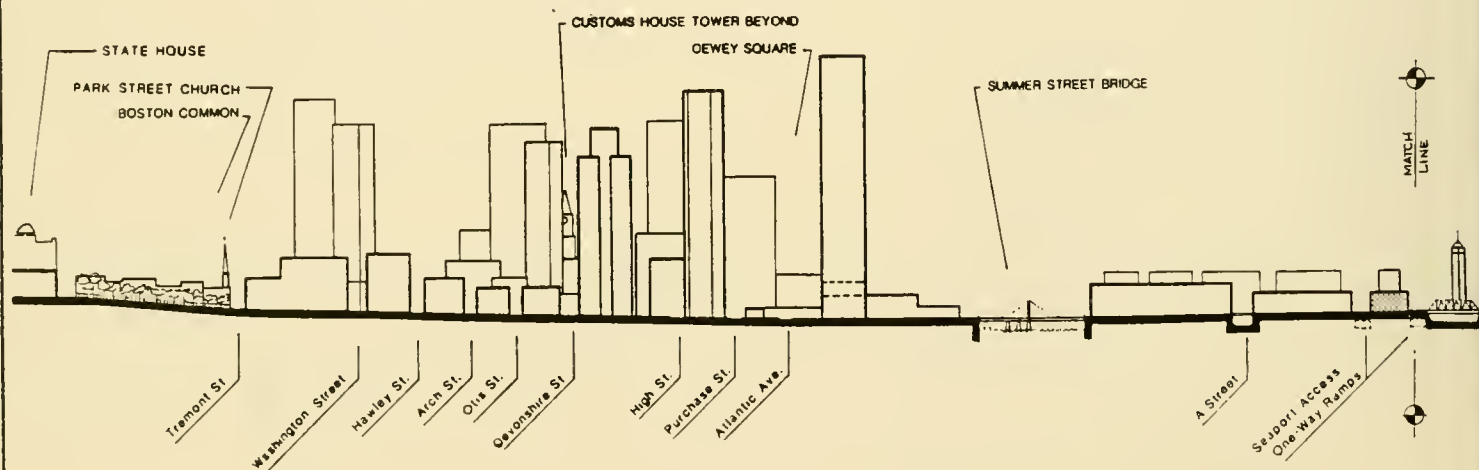


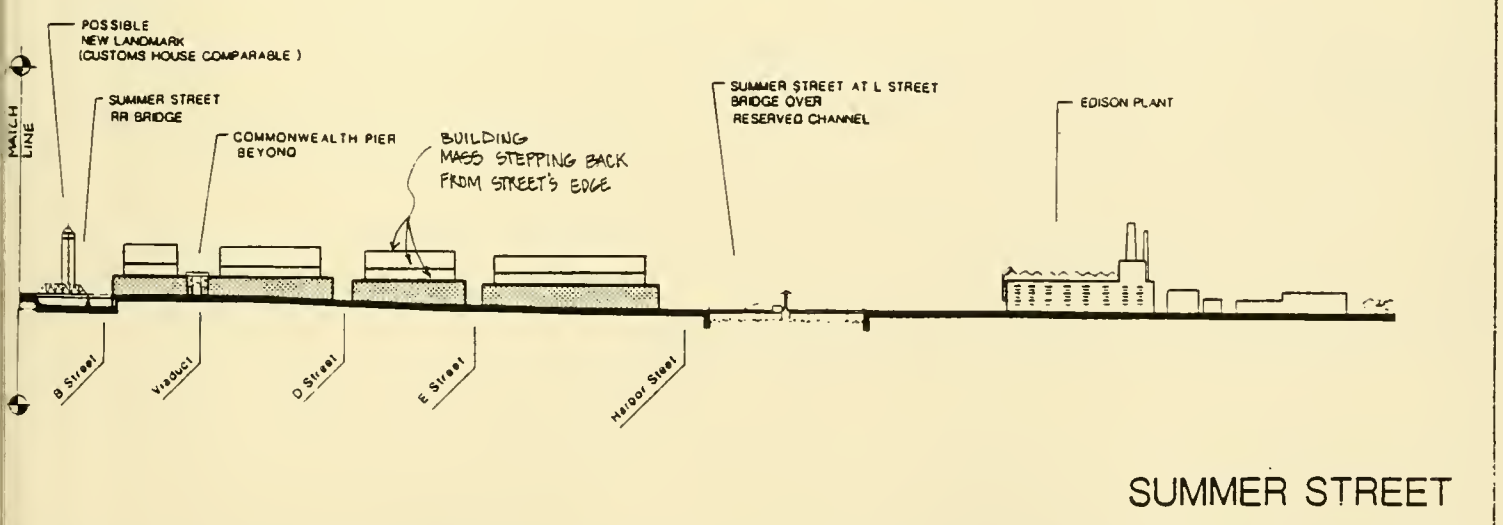
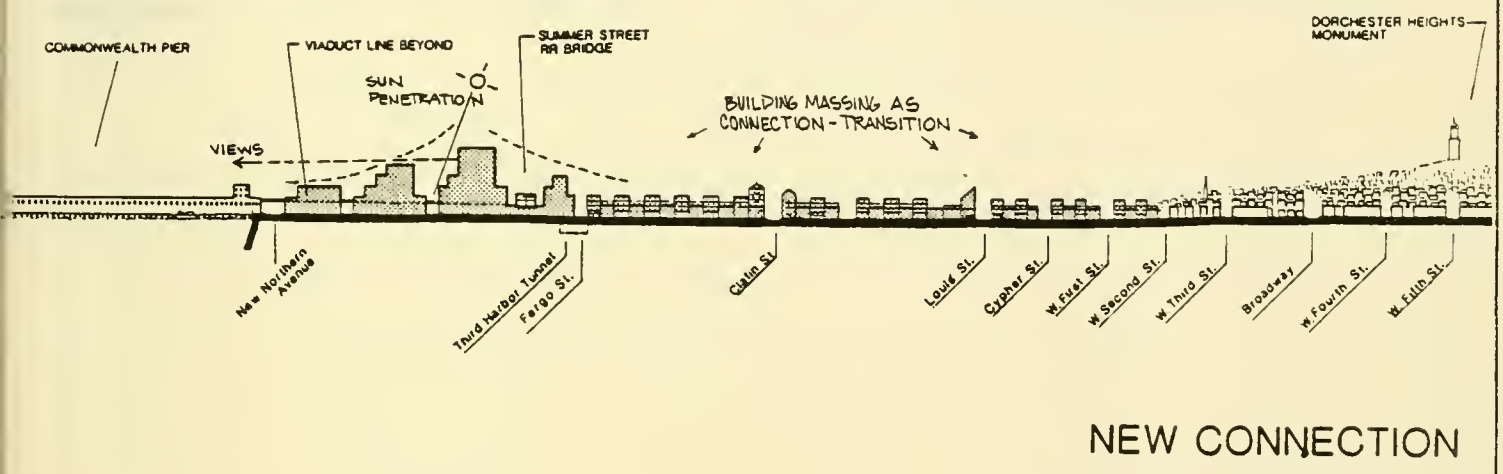
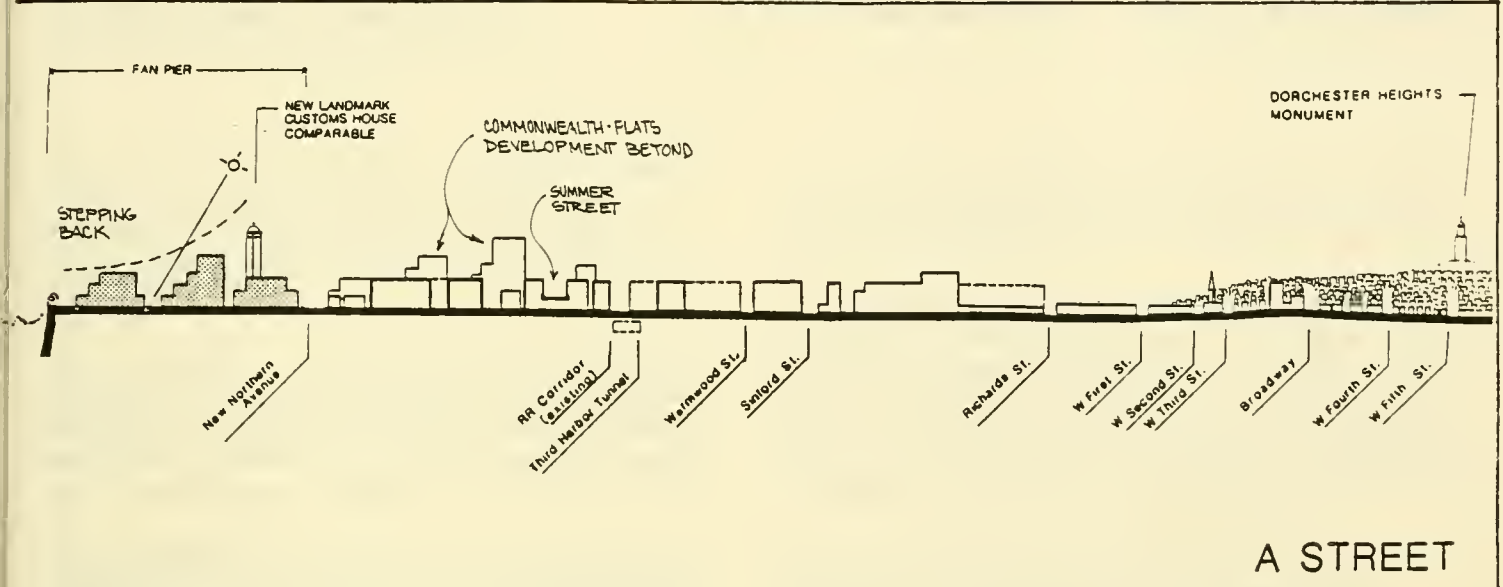
## CONCEPTUAL SECTIONS

- BUILDING MASSING TO STEP BACK FROM THE WATER'S EDGE, ALLOWING BUILDINGS FURTHER AWAY VISTAS OF THE HARBOR OVER STRUCTURES CLOSER TO THE WATER.
- RESPECT HEIGHT OF PIER BUILDINGS ALONG NORTHERN AVENUE, AND DO NOT OVER-POWER THEM IN SCALE.
- CREATE A HIGHER CONCENTRATION OF BUILDING MASS, IN A LINEAR FASHION, IN THE COMMONWEALTH FLATS, WITHIN THE AUXILIARY OFFICE/LIGHT INDUSTRIAL HIGH-TECH ZONE.
- BUILDINGS ON NEW CONNECTION, ALONG RAIL-LINE BED, SHOULD SERVE AS TRANSITION BETWEEN NEW DEVELOPMENT IN COMMONWEALTH FLATS AND SUMMER STREET TO SOUTH BOSTON.
- USE CONTINUOUS BUILDING MASSING TO DEFINE LEGIBLE STREET CORRIDORS, PRESERVE VIEWS, AND CLEARLY ANNOUNCE ENTRANCES, RECESSES, COURTS, AND OTHER SPECIAL EVENTS ALONG THE STREET.



- CONSIDER THE POSSIBILITY OF A TALL, THIN, NEW LANDMARK BY NORTHERN AVENUE SERVING AS GATEWAY/FOCUS IN THE AREA.
- GIVE CAREFUL CONSIDERATION TO ACCESS TO SUN AND SEA BREEZES THROUGHOUT. STEP BUILDING MASSING AWAY FROM STREET'S EDGE TO MAINTAIN A BETTER ENVIRONMENT ON GROUND LEVEL.









Take advantage of the unique and potentially exciting dual levels created by Summer Street and the Viaduct and the land patterns form inherited from the rail lines.

1) Continue the pattern which exists in the Boston Wharf Company of buildings which front directly on Summer Street and the Viaduct with their opposite sides to a lower level street.

2) Develop convenient and interesting pedestrian circulation routes between the two levels.

3) Accentuate long views from the rail bridge northward to the harbor and southward.

4) Provide promontories to lower level activity at points along Summer Street and the Viaduct.

5) South of Summer Street, use the former railbed which flows through like a river as a major connection between the South Boston neighborhood and the Fort Point Channel Area - this might take the form of a parkway edged with residential/commercial mixed use development.

6) North of Summer Street, reflect the delta-like pattern of the former rail yards in the pattern of new development - run streets and building lines parallel to Northern Avenue at Commonwealth Flats and in a radial pattern at the Fan Pier.









| GENERAL GOALS / POLICIES               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SPECIFIC CONSIDERATIONS / OPPORTUNITIES                                                                                                                                                                                                                                                                                                                                              |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>● CONTEXT<br/>PLACE IN THE CITY</p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                      |
| PLACE IN THE HARBOR                    | <ul style="list-style-type: none"> <li>• PRESERVE WORKING WATERFRONT</li> <li>• GUARANTEE AND ENHANCE PUBLIC ACCESS TO WATER'S EDGE IN NON-WORKING AREAS.</li> <li>• EXPLORE THE POTENTIAL OF ACTIVE USE OF WATER FOR TRANSPORTATION OF PEOPLE AND GOODS</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     | <ul style="list-style-type: none"> <li>• EXTEND INTOWN WATERFRONT TO FAN PIER &amp; PIERS 1 TO 4</li> </ul>                                                                                                                                                                                                                                                                          |
| PLACE IN THE PARKS SYSTEM              | <ul style="list-style-type: none"> <li>• EXTEND METROPOLITAN PARKS SYSTEM THROUGH THE AREA CONNECTING INTOWN WATERFRONT TO THE SYSTEM.</li> <li>• TAKE ADVANTAGE OF BRIDGES AS SPECIAL AMENITIES IN THE AREA.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"> <li>• DEVELOP RECREATIONAL USE OF FAN PIER &amp; PIERS 1-4 ALONG THE WATER'S EDGE</li> <li>• EXPLORE POTENTIAL FOR A PARK OF THE RESERVE CHANNEL'S WESTERN END</li> <li>• CONSIDER POSSIBLE PARKWAY CONNECTION ALONG RAIL BED BETWEEN SOUTH BOSTON &amp; INTOWN WATERFRONT.</li> <li>• POSSIBLE RE-INTRODUCTION OF WATER INTO FAN PIER</li> </ul> |
| CONNECTIONS                            | <ul style="list-style-type: none"> <li>• RELEASE DEVELOPMENT PRESSURE ON FINANCIAL DISTRICT BY PROVIDING A LOCATION ALTERNATIVE IN THE FORT POINT CHANNEL AREA</li> <li>• CREATE/IMPROVE LINKS TO SOUTH BOSTON GIVING SPECIAL CONSIDERATION TO THE CREATION OF A CONNECTION TRANSITION ZONE</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                  | <ul style="list-style-type: none"> <li>• COMMONWEALTH FLATS DEVELOPED AS AN AUXILIARY OFFICE AND LIGHT INDUSTRIAL / HIGH TECH ZONE LINKED TO THE DOWNTOWN CORE</li> </ul>                                                                                                                                                                                                            |
| ● LAND USE                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                      |
|                                        | <ul style="list-style-type: none"> <li>• PRESERVE AND MORE FULLY UTILIZE WATER-DEPENDENT AND LIGHT INDUSTRIAL CAPABILITIES</li> <li>• EXPAND THE INTOWN WATERFRONT AS A RECREATIONAL, PUBLICLY ACCESSIBLE ZONE</li> <li>• RECOGNIZE AND MAINTAIN THE BOSTON WHARF COMPANY AS A SPECIAL CHARACTER ZONE WITH A HIGH CONCENTRATION OF UNIQUE USES: ARTISTS' STUDIOS, PRINTING INDUSTRY, EXHIBITS, ETC.</li> <li>• COMMONWEALTH FLATS AS AN AUXILIARY OFFICE AND LIGHT INDUSTRIAL HIGHTECH ZONE.</li> <li>• DEVELOP RAIL LINES AND NORTHERN EDGE OF SOUTH BOSTON NEIGHBORHOOD AS A CONNECTION-TRANSITION ZONE</li> <li>• DEVELOP AND MAINTAIN LIVELY, ACTIVE USES ALONG STREETS.</li> </ul> | <ul style="list-style-type: none"> <li>• (PRESERVE AND INTENSIFY USE OF THE BOSTON MARINE INDUSTRIAL PARK AND INNER FORT POINT CHANNEL)</li> </ul>                                                                                                                                                                                                                                   |



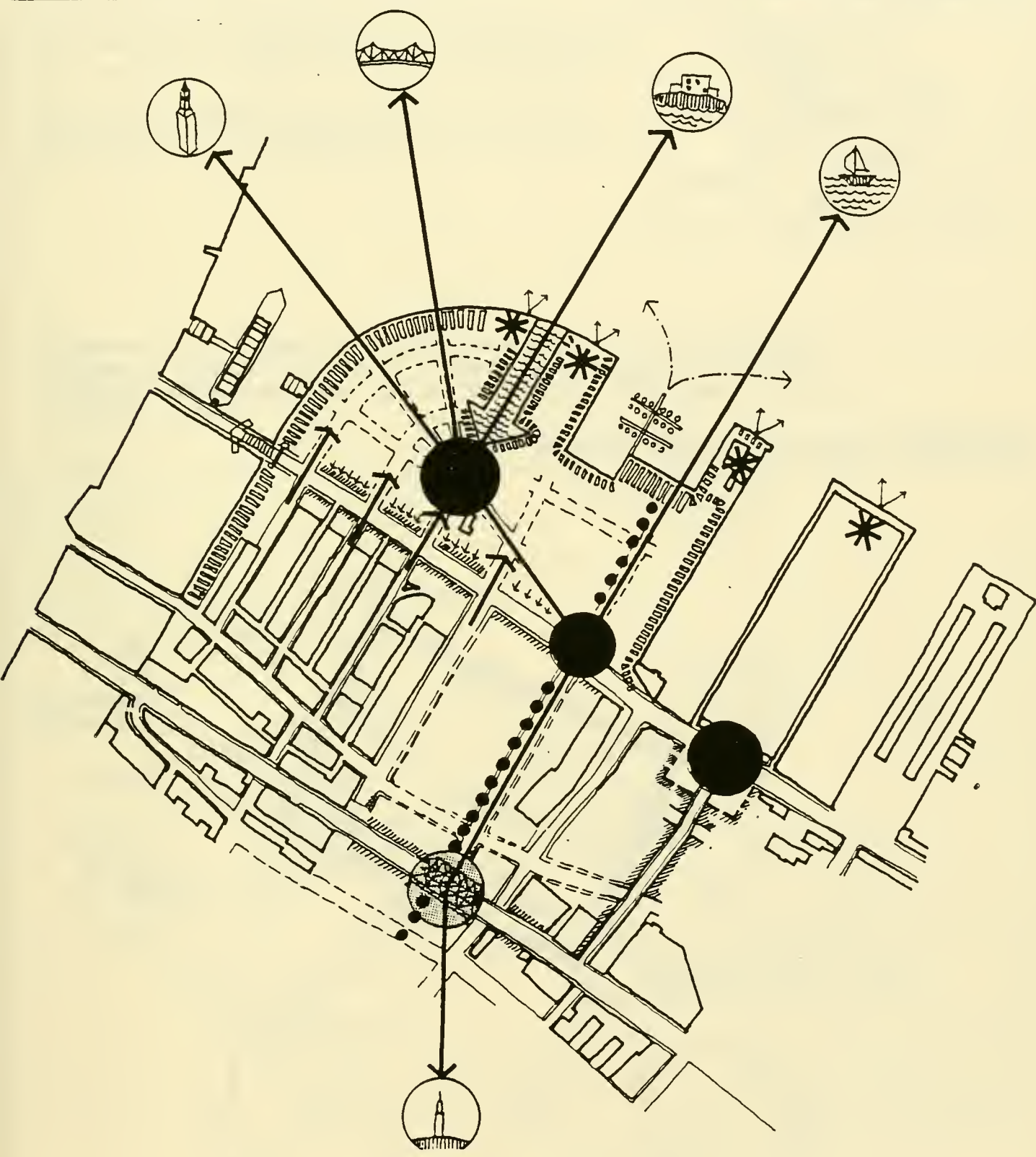
| GENERAL GOALS/POLICIES |                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SPECIFIC CONSIDERATIONS/OPPORTUNITIES                                                                                                                                                                                                                            |
|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ● ACCESS               |                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                  |
| VEHICULAR              | <ul style="list-style-type: none"><li>• IMPROVE ACCESS INTO THE AREA IN RELATION TO ANTICIPATED USES</li><li>• CREATE A MORE CONNECTED PATTERN OF ROADS THROUGHOUT</li><li>• CONSIDER ALTERNATIVES FOR COMMUTER PARKING REQUIREMENT FOR THE AREA</li><li>• STUDY THE ROLE OF PUBLIC TRANSPORTATION AS AN ALTERNATIVE TO PRIVATE VEHICLES AND PARKING STRUCTURES.</li><li>• RESOLVE CONFLICT OF TRUCK TRAFFIC THROUGH RESIDENTIAL AREAS</li></ul> | <ul style="list-style-type: none"><li>• DEVELOP NEW NORTHERN AVENUE &amp; SUMMER STREET AS MAJOR ACCESS CORRIDORS WHILE PRESERVING PEDESTRIAN ENVIRONMENT</li><li>• IMPROVE CONNECTIONS TO SOUTH BOSTON<br/>CREATE NEW CONNECTION ALONG RAIL LINE BED.</li></ul> |
| PUBLIC/ABOVE GRD.      | <ul style="list-style-type: none"><li>• USE PUBLIC TRANSPORTATION TO REINFORCE LINKAGES TO DOWNTOWN &amp; OTHER DISTRICTS ADJACENT TO THE FORT POINT CHANNEL AREA</li></ul>                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"><li>• CONSIDER ROUTING IN THE FORM OF LOOPS, PROVIDING QUICK, CONTINUAL SERVICE TO AND FROM THE AREA.</li></ul>                                                                                                                |
| PUBLIC/BELOW GRD.      | <ul style="list-style-type: none"><li>• CONSIDER THE AREA'S PLACE AND ROLE WITHIN THE INTER-REGIONAL T-SYSTEM</li></ul>                                                                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"><li>• EXPLORE POTENTIAL OF A RED-LINE STATION BY SUMMER STREET TO SERVE AS GATEWAY INTO THE AREA.</li></ul>                                                                                                                    |
| PUBLIC/COMPOSITE       | <ul style="list-style-type: none"><li>• MAKE USE OF PUBLIC TRANSPORTATION TO GENERATE AND REINFORCE DEVELOPMENT PATTERNS FOR THE AREA.</li><li>• PHASE PUBLIC TRANSPORTATION IMPROVEMENTS SO AS TO PREVENT EXCESSIVE DEMAND FOR ACCESS AND PARKING OF PRIVATE VEHICLES.</li></ul>                                                                                                                                                                |                                                                                                                                                                                                                                                                  |



|                  | GENERAL GOALS / POLICIES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SPECIFIC CONSIDERATIONS / OPPORTUNITIES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ● STRUCTURE      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| IMAGEABILITY     | <ul style="list-style-type: none"> <li>• CREATE A STRUCTURE OF NODES, LANDMARKS, SPINES AND OTHER EVENTS THAT IS READABLE AND MEMORABLE.</li> <li>• RESOLVE TRANSITION-CONNECTION ZONE AT SOUTH BOSTON NEIGHBORHOOD EDGE</li> <li>• CREATE LOCALIZED NODES THAT GIVE COHERENCE AND SERVE AS ENTRANCE POINTS TO THE DIFFERENT WBS-DISTRICTS</li> </ul>                                                                                                                                                                                                | <ul style="list-style-type: none"> <li>• EXPLOIT OPPORTUNITIES FOR "MAIN STREET" CHARACTER OF NORTHERN AVENUE</li> <li>• EXPLOIT UNIQUE CHARACTER OF SUMMER STREET AND VIADUCT FOR BI-LEVEL SYSTEM</li> <li>• EXPLORE OPPORTUNITIES FOR A NEW LANDMARK BY NORTHERN AVENUE SERVING AS A RECOGNIZABLE ORIENTATION FOCUS FOR THE AREA (UNSTOM'S HOUSE TOWER COMPARABLE).</li> </ul>                                                                                                                                                                     |
| GENERAL MASSING  | <ul style="list-style-type: none"> <li>• BUILDING MASSING SHOULD STEP BACK FROM WATER'S EDGE, ALLOWING BUILDINGS FURTHER AWAY VISTAS OF THE HARBOR OVER STRUCTURES CLOSER TO THE WATER.</li> <li>• GIVE CAREFUL CONSIDERATION TO ACCESS TO SUN AND SEA BREEZES THROUGHOUT. STEP BUILDING MASSING AWAY FROM STREET'S EDGE FOR A BETTER ENVIRONMENT.</li> <li>• USE CONTINUOUS BUILDING MASSING TO DEFINE LEGIBLE STREET CORRIDORS, PRESERVE VIEWS AND CLEARLY ANNOUNCE ENTRANCE RECESSES, COURTS AND OTHER SPECIAL EVENTS ALONG THE STREET</li> </ul> | <ul style="list-style-type: none"> <li>• RESPECT HEIGHT OF PIER BUILDINGS ALONG NORTHERN AVENUE, AND DO NOT OVERPOWER THEM IN SCALE</li> <li>• CONCENTRATE BUILDING MASSING IN A LINEAR FASHION WITHIN THE AUXILIARY OFFICE / LIGHT INDUSTRIAL, HIGH TECH ZONE.</li> <li>• CONSIDER POSSIBILITY OF TALL, THIN, NEW LANDMARK BY NORTHERN AVENUE SERVING AS FOCUS IN THE AREA.</li> <li>• BUILDING MASSING ON NEW CONNECTION ALONG RAIL LINE BED SHOULD RELATE WELL TO NEW DEVELOPMENT ON COMMONWEALTH PLATS AND SOUTH BOSTON NEIGHBORHOOD.</li> </ul> |
| TOPOGRAPHIC FORM | <ul style="list-style-type: none"> <li>• TAKE ADVANTAGE OF THE UNIQUE NETWORK OF DUAL LEVELS</li> <li>• MAINTAIN AND MAKE USE OF BUILDING PROTOTYPE IN BOSTON WHARF CO., ACCESSIBLE DIRECTLY FROM TWO LEVELS.</li> <li>• EXPLORE POTENTIALLY EXCITING PEDESTRIAN CONNECTIONS BETWEEN LEVELS, THEIR LOCATION AND FORM</li> </ul>                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>• PRESERVE AND ALLEVIATE VIEWS FROM RAIL BRIDGE. STUDY POTENTIAL OF BRIDGE AS FOCAL PIECE OF A PARKWAY EXTENDING SOUTH ALONG RAIL LINE BED.</li> </ul>                                                                                                                                                                                                                                                                                                                                                        |



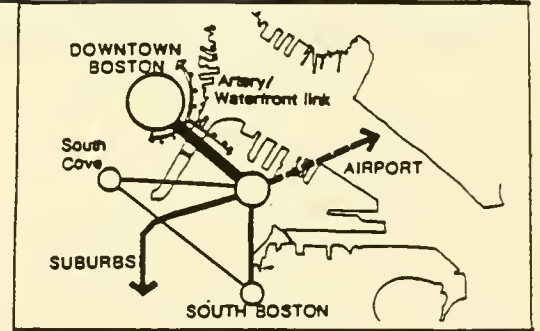






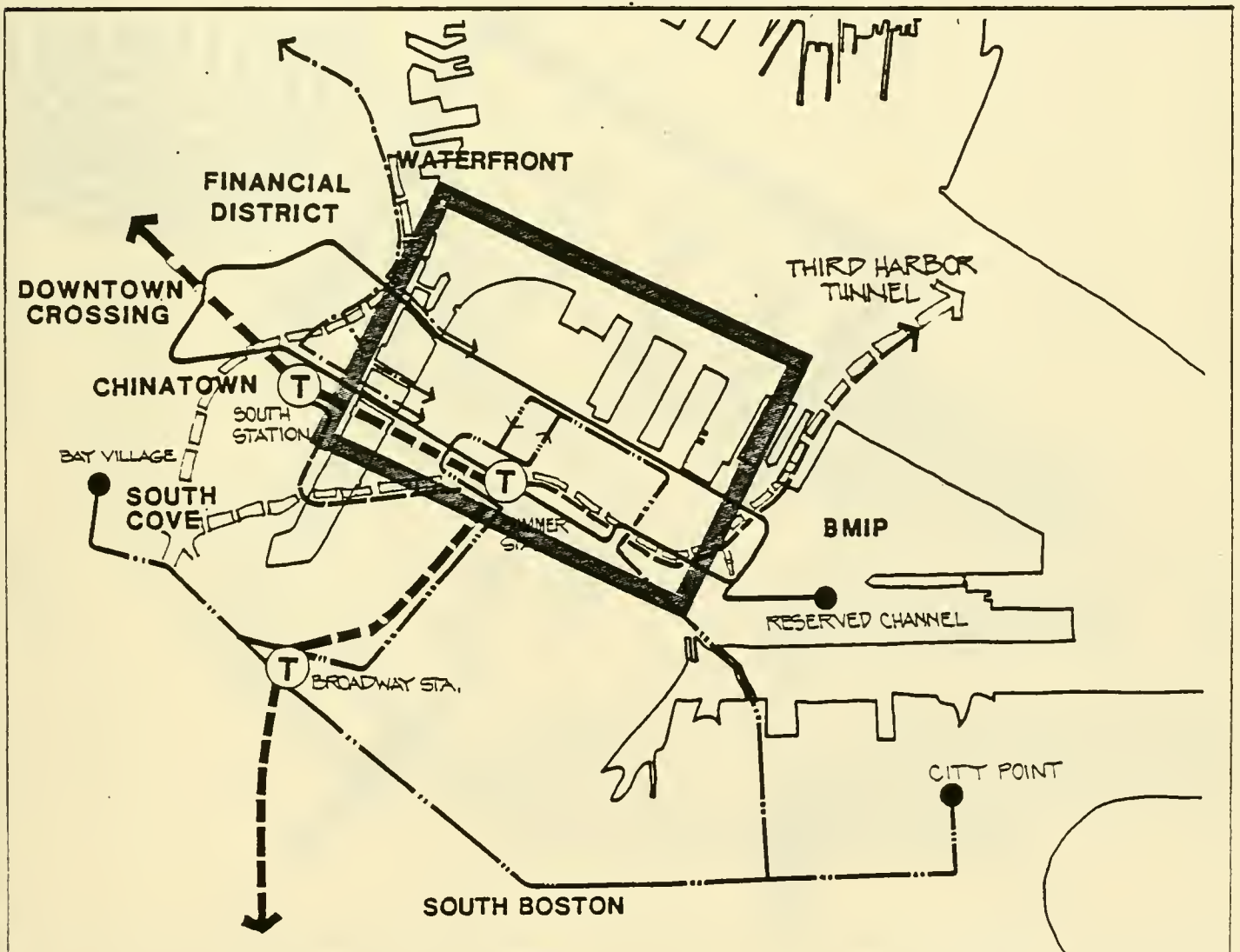
# ACCESS

- MAKE USE OF PUBLIC TRANSPORTATION AS A DEVELOPMENT FORCE TO GENERATE AND REINFORCE DESIRED DEVELOPMENT PATTERNS
- PHASE PUBLIC TRANSPORTATION IMPROVEMENTS IN RELATION TO ANTICIPATED DEMAND, PREVENTING EXCESSIVE NEED FOR ACCESS AND PARKING OF PRIVATE VEHICLES.



- o Accommodate the impacts and opportunities of the Seaport Access roadway. Provide major public transportation to the area in order to promote development and reduce future automobile congestion and parking problems.

## COMPOSITE BELOW/ABOVE GROUND



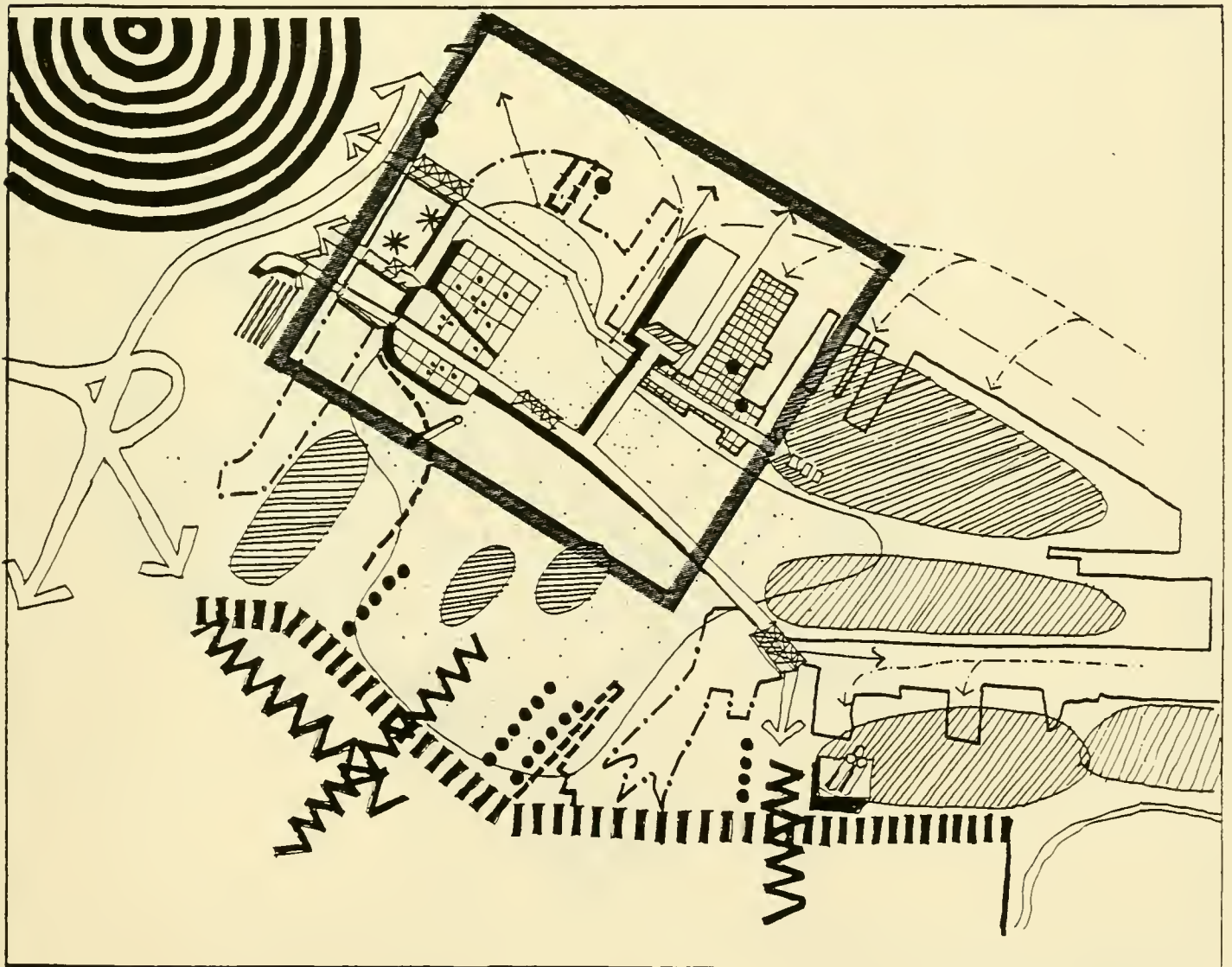




# LAND USE

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- o Develop the sense of an easy link with the Downtown Core so that the area serves as an extension of the Financial District and thereby reduces development pressure there. Preserve the character of the Boston Wharf Company area; protect printers, artists, lobstermen, and other small independent enterprises.

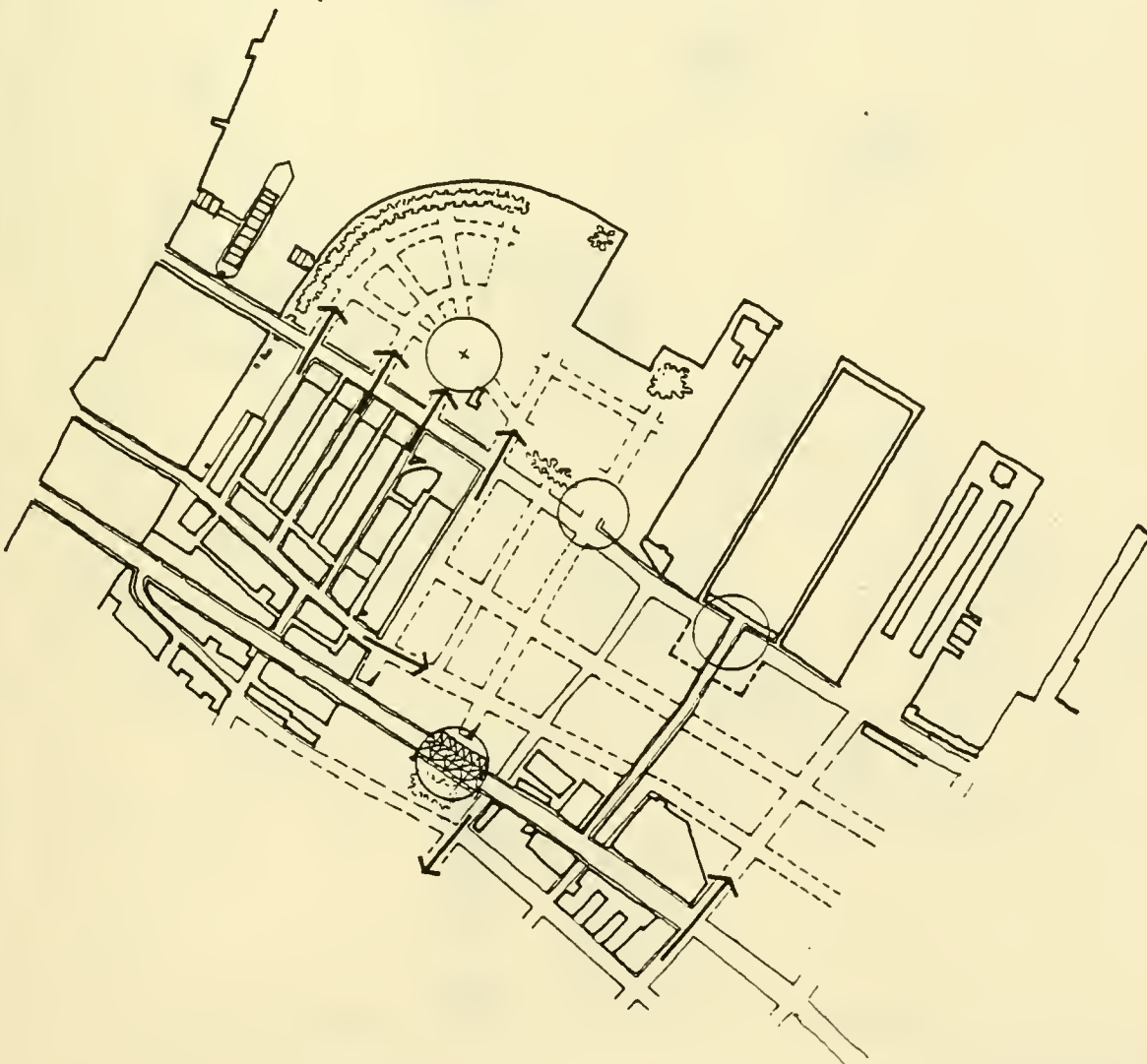




# STREET / URBAN PATTERN

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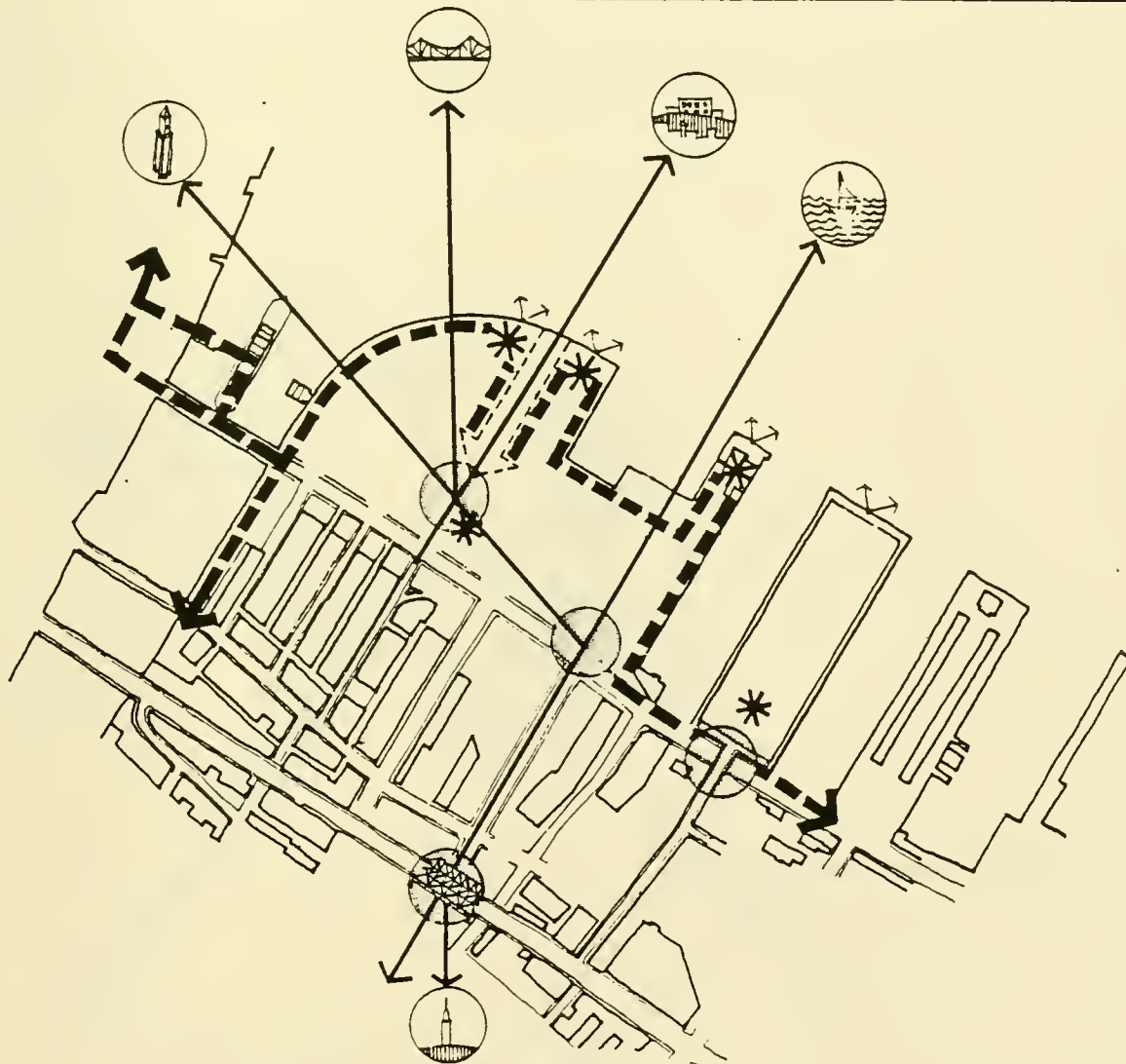
- o Through major new construction, create a new district which is urban in character and scale and emphasizes a quality pedestrian environment - an area of city streets and blocks with urban squares and parks.





# SPECIAL FEATURES

- o Ensure public access and activity along the water's edge. Use bridges, grade changes, and views of landmarks and the harbor as special elements of the new district.

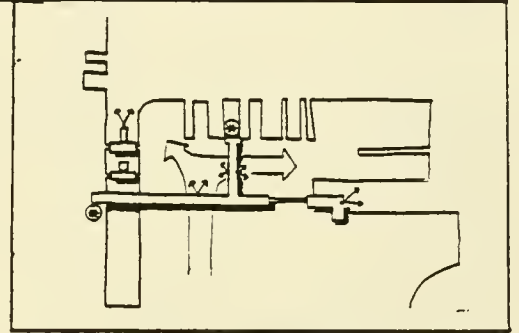




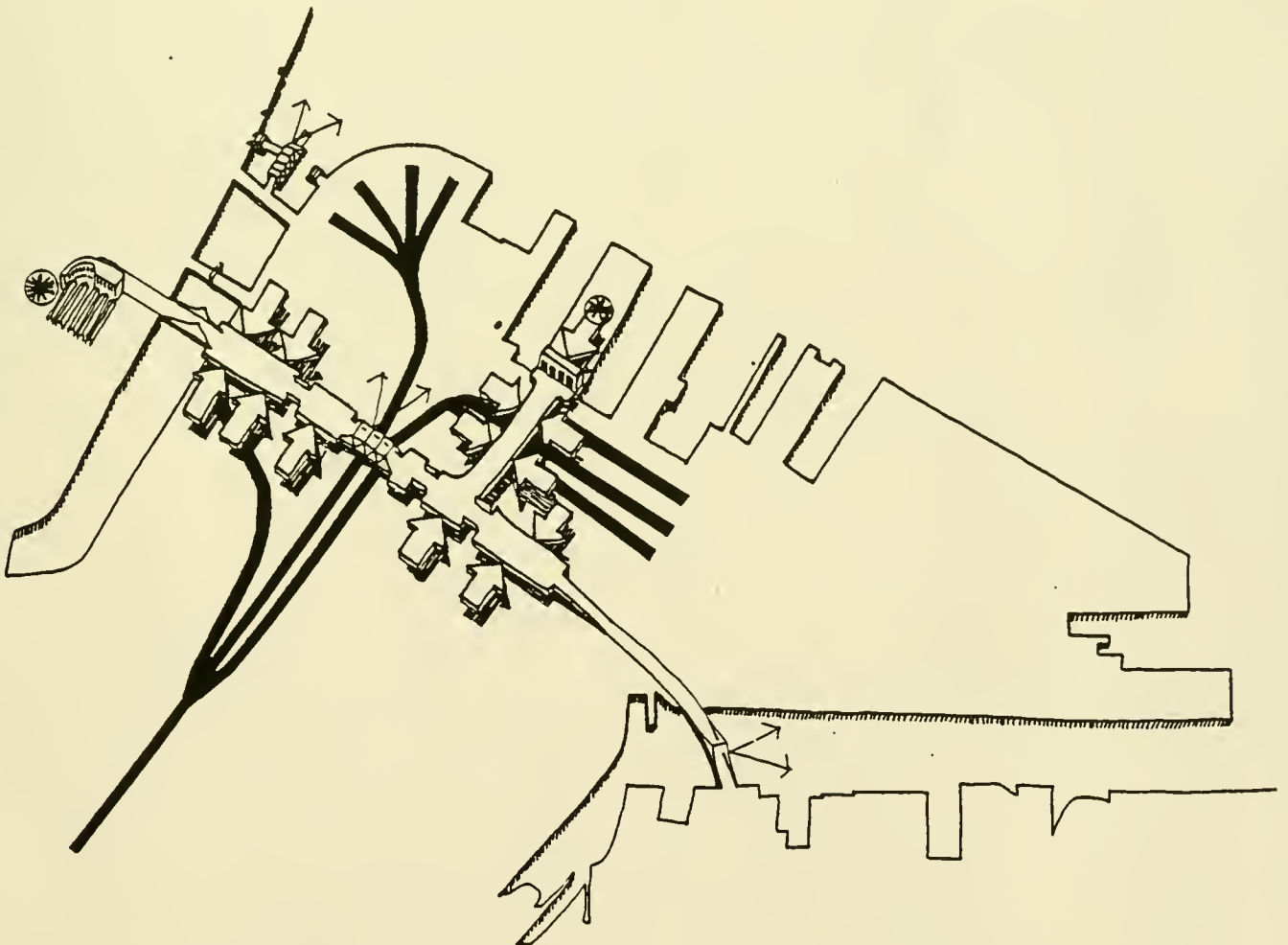


# TOPOGRAPHIC FORM

- TAKE ADVANTAGE OF THE UNIQUE NETWORK OF DUAL LEVELS
- MAINTAIN AND USE THE BOSTON WHARF BUILDING PROTOTYPE, WHICH IS DIRECTLY ACCESSIBLE FROM 2 LEVELS
- EXPLORE POTENTIALLY EXCITING PEDESTRIAN CONNECTIONS BETWEEN LEVELS, IN TERMS OF LOCATION AND FORM
- PRESERVE AND ACCENTUATE VIEWS FROM RAIL BRIDGE. STUDY ITS POTENTIAL AS FOCAL PIECE OF A PARKWAY EXTENDING SOUTH ALONG RAILLINE BED



- ➡ BUILDINGS ACCESSIBLE AT 2 LEVELS
- ➡ RAILLINE BED
- ➡ VIEW
- ⊛ LANDMARK







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